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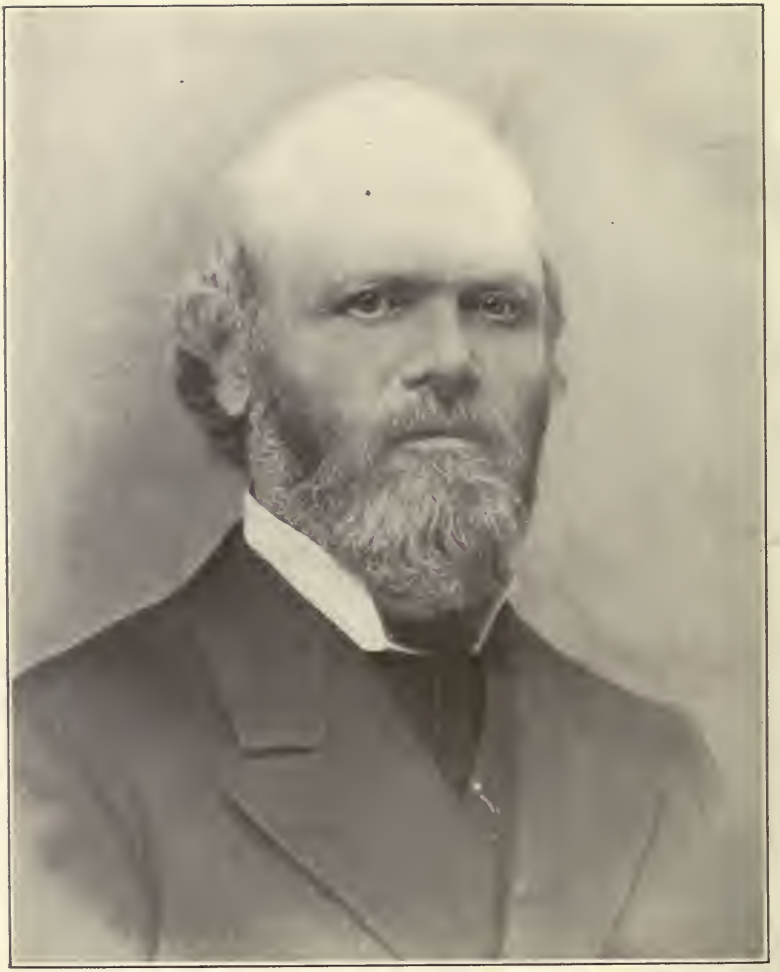

WILLIAM R. MARSHALL.

MINNESOTA
IN
THREE CENTURIES

BY

FRANK R. HOLMES

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PREFACE

Volume IV of Minnesota in Three Centuries covers the period of the State's history from 1869 to 1908. The compiler, Frank R. Holmes, has been greatly aided in his researches by David L. Kingsbury, Assistant Librarian, and Miss Emma A. Hawley, of the Minnesota Historical Society. Acknowledgments are made for chapter on Mining and Quarrying by Professor N. H. Winchell, also for the chapters on Agriculture; Lumbering and the Milling Industries by Authors, whose requests that their articles remain unsigned, is respected. The compiler's manuscript has been carefully revised by Return I. Holcombe; it has been submitted to General Lucius F. Hubbard and General James H. Baker in its entirety, and the material pertaining to the political history of the State to the Honorable William P. Murray, and has been corrected and revised by them; has also been approved by General James H. Baker, to whom this authority was delegated by his Associate Editors.

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Chapter I.

STATUS OF MINNESOTA IN 1870.

THE rise and progress of a State at certain epochs of its history are of material interest. Minnesota in 1870, was removed only a quarter of a century from the time when her pioneers were laying the foundation, upon which was to be raised the structure of a State of the American Union. There are still living among her citizens those far-sighted pioneers, who with intrepid courage and acumen of business foresight, with a gift of a seer, or, as might be said, with a magician's wand, had by their indefatigable energy taken her primitive virginity and made her forests and prairies blossom with seeds of progress and civilization.

At this era in her history, Minnesota was at the threshold of her commercial progress; her sons who had nobly contributed their part to sustain the Union, had returned to their peaceful pursuits, the lawyer to his clients, the doctor to his patients, the farmer to his agricultural labors, the merchant, mechanic and manufacturer, to their various avocations; all firmly imbued with love of country and with a unity to advance the weal and wealth of their adopted commonwealth.

The days of infancy and childhood had been passed; the age of activity was to commence that was to populate her area, not with thousands, but millions, of busy souls, all intent on earning an independent competency; but all in concord for the future aggrandizement and progressional furtherance of Minnesota's position amongst her sister States.

Her population in 1870 was 439,706 which showed an increase of 155.8 per cent in the previous ten years. This was distributed in seventy-one of her counties, though in eight of these the population was less than one hundred, and in fifteen of the balance less than one thousand. In the territory on the banks of the Mississippi River and extending west to the center of the State, then north as far as St. Paul and Minneapolis, there were congregated over 350,000 of the total number. This phenominal growth in Minnesota's population, and the advancement of her commercial progress, were occasioned by three distinct agencies, which taken collectively contributed to her development.

A heavy flood of immigration was constantly pouring into the State, and as one of the leading journals of the day expressed it: "Minnesota has fairly gobbled the brains, muscle and capital of the world." Not only from adjoining States, but even from the far distant European countries; the alluring description of her productive soil, were enticing emigrants, who leaving behind kin, and country shaped their course westward; their ultimate destination being "The North Star State." The morning sun witnessed the prairie schooners patiently moving westward; and at nightfall the commons of the villages became their camp ground. It is stated, that the stage on its trip between St. Paul and Faribault, often passed two hundred "movers" wagons.

There was at this time, still unclaimed 30,000,000 acres of Government lands. The land offices at Alexandria, Greenleaf, St. Paul, Jackson, St. Cloud, Taylor's Falls and Duluth were daily besieged by hundreds of applicants seeking their rights, under the Homestead Law and Pre-emption Claims.

This impetus to immigration was due to several causes; it had been heralded to the world that Minnesota was essentially a farming country, this in the previous decade had been forcibly illustrated. Her soil had established, beyond a doubt, its capacity to raise wheat; and compared with other wheat growing States, her yearly production, taking into consideration the acreage planted, challenged all competition. She was in 1867 the sixth

State in the production of wheat, while her average bushels per acre was exceeded by no other State; her wheat crop that year was 16,128,875 bushels, while in 1860 it had been only 2,186,-993 bushels. In 1868 but two States, Illinois and Indiana, exceeded Minnesota's crop of wheat; thus we see she was, with rapid strides, pushing her way forward to become the "Banner Wheat State." The productive quality of her lands was farther demonstrated by the average yield of other cereals, potatoes, and other agricultural products.

Minnesota presented to the eyes of the emigrant not only a deep and fertile soil, free from obstructions which was easily prepared for grain and root crops, but also immense forests, which were available for lumber for houses, farm buildings and fences; besides an inexhaustible extent of pasturage. The Eastern fallacies, that the so-called Arctic winters were detrimental to health, and injurious to the producing powers of her soil had been met and disproved, and no longer were the stories of her ice-bound shores, and the fur habiliments of her citizens, to terrorize and dissuade emigration.

The increase of population in the year 1869, was nearly 100,000; from Wisconsin, Michigan, Northern Illinois and Northern Iowa, long trains of wagons filled with emigrants were traversing the prairies of Minnesota, seeking homes in her fertile regions. Through the efforts of Colonel Hans Mattson, a native of Sweden, who visited Europe as land and emigrant agent for several railroad companies, and who was supplied by the Legislature with documents extolling the fertility of the soil, and the advantages to be secured by emigrants; the Scandinavian swarms of the North, the hardy Germans of Central Europe, and sons of the Green Isle, left their mother countries, to seek free homesteads in the healthy climate of Minnesota.

Secondary to the influx of emigration into Minnesota was the water power furnished by the rivers, and their tributaries, within her boundaries. In 1870 the products of her grain fields and forests furnished an inexhaustible raw material for manufacturing purposes. There was, in 1870, in almost every county one or more flour mills. At Minneapolis, Stillwater, Anoka

and many other points, lumber was largely manufactured and the immense increase of the output of pine lumber cannot be better illustrated than by the following statements: According to the Commissioner of Statistics, in 1861 the amount of pine lumber produced was 69,850,000 feet; while in 1868 there was manufactured 249,267,918 feet, having a market value of $3,750,000. The manufacturing industries at this period were of diversified nature, and were mainly of the character which depended for their raw material on the products of the State.

The third important feature, to contribute to the promotion of Minnesota's commercial progress, was the encouragement given to common carriers to promote interstate communication. The State possessed water routes that placed the markets of the world at her farmers' and manufacturers' doors; but, owing to her climatic changes, these highways of commerce at certain seasons of the year, had to suspend operations. Minnesota was peculiarly situated in reference to the future commerce of the world; with the great lakes giving her a connection with St. Lawrence River, the Mississippi with Gulf of Mexico; and the completion of the Northern Pacific Railroad (in 1870 in progress of construction) establishing the shortest thoroughfare between Europe and Asia, it was requisite that railroads be developed so that every point in the interior of the State, should be benefited by these main arteries of international and interstate commerce.

Railroad projectors were encouraged by the liberal support of National and State Governments, by financial aid, supplemented by land grants, and such an impetus was given to railroad building, that lines were projected throughout the State radiating in every direction. Road beds were graded, the forests supplied the ties, the spikes were driven, and a long line of rails began to mark the trail across the prairies; the advent of the iron horse was to increase the population, and transport the products of the land to the markets of the world. We find at the close of 1862, there were only ten miles of railroad within the State boundaries; at the close of 1869 this had been increased to 766 miles, and several hundreds of men were then at work on projected lines, that eventually would bring the re-

motest part of the State in touch with a common center. Thus briefly we have sketched the status of the commercial importance of Minnesota at the commencement of the year 1870. She was only at the alpha of her wonderful growth and development, but as years rolled on wealth and prosperity were to come to her and to advance her position amongst her sister States.

Chapter II.

ADMINISTRATION OF GOVERNOR AUSTIN.

STATE ELECTION OF 1869.

AT the State election of 1869, the Republicans presented as their Gubernatorial standard bearer, Horace Austin, of St. Peter. The new candidate was a native of Canterbury, Connecticut. Before he was twenty-three years of age he came to Minnesota, taught school and engaged in the practice of law. He combined with his inherited Yankee sagacity a business acumen which materially advanced his prospects. When mentioned for Governor, he was Judge of the Sixth District, which position he had held since 1865. His Democratic opponent was George L. Otis, of St. Paul, a native of New York State; who in 1855 came to Minnesota to practice law, having been admitted to the bar in Michigan. He had been a member of the First State Legislature, of the Senate in 1866 and mayor of St. Paul in 1867.

The election resulted in the success of the Republicans, Austin receiving 27,348 votes to 25,401 for ex-Mayor Otis. Of the fifty-three counties thirty-nine were carried by the Republicans. An analysis of the votes for Governor shows that Ramsey, (owing in a large measure to Otis's personal popularity in his home county), was the banner Democratic county, the plurality being 2,077; Otter Tail cast its entire vote of thirty-five for Otis, while Grant went solid for Austin; Brown, Carver, Dakota, Le Sueur, Morrison, Nicollet, Scott, Sherburne, Sibley, Stearns, Washington and Winona gave Democratic majorities.

Daniel Cobb, the first Prohibition candidate for Governor, received in the State, 1,764 votes. There were also 12 scattering votes; Governor Austin's majority was only 183.

The Lieutenant Governor elected was William H. Yale, also a native of the "Nutmeg State," who had located at Winona in 1857 and was also a member of the legal fraternity. He had been a Senator in the Legislature of 1867. The following other State officials were reelected; Emil Munch, Treasurer; Charles McIlrath, Auditor; F. R. E. Cornell, Attorney General.

The Secretary of State, Hans Mattson, was the first Scandinavian elected to a State office in Minnesota. He was born in the Parish of Onnestad, near the city of Kristianstad, Sweden, December 23, 1832. Before he was nineteen years of age, he emigrated to America, landing at Boston, and came to Minnesota in 1853, locating at the present town of Vasa. He became a bankrupt in the panic of 1857, studied law and was elected county auditor of Goodhue County. In the first year of the Civil War he raised a company of Swedes and Norwegians, and became its Captain. This company was assigned to the Third Minnesota Infantry. Captain Mattson was mustered out of the United States service as Colonel of the regiment. Returning to Minnesota he opened a law office at Red Wing, became Secretary of the State Board of Emigration, also engaged in journalistic work and President Garfield appointed him Consul General to India, where he remained residing in Calcutta for two years. He was reelected Secretary of State in 1886 and 1888, afterwards engaged in banking. He died at Minneapolis, March 5, 1893.

TWELFTH STATE LEGISLATURE.

The Twelfth Legislature assembled January 4, 1870. In the Senate, were a number of new members, R. J. Chewning, of Dakota County, and Luther L. Baxter, of Carver County, had represented their districts in the Lower House in the preceding Legislature. Mr. Baxter, a Democrat, was a native of Vermont. He studied law in that State, in the office of Horatio Seymour,

an uncle of the Democratic Presidential nominee of that name in 1868. He came to Minnesota in 1857, served in the Civil War over two years, being Major in the Fourth Minnesota Volunteers and subsequently Major and Lieutenant Colonel of the First Minnesota Heavy Artillery. He was a member of the Senate from 1865 to 1868, inclusive, and in the latter year was elected to the House of Representatives. He served several terms in the Legislature and became in 1885, District Judge, a position he now (1908) holds. Other Democratic members were: George L. Becker, of St. Paul, James N. Castle, of Stillwater, and D. L. Buell, of Houston County.

Mr. Becker was a native of Central New York, of Dutch extraction, a lawyer by profession. He came to St. Paul in 1849, had been mayor of that city in 1856, a member of the Constitutional Convention, and unsuccessful Democratic candidate for Governor in the second State election. He became largely interested in railroad affairs, was a public-spirited citizen, a recognized political leader, had served in the two preceding Legislatures, and was a citizen of prominence and distinction. The county of Becker was named in his honor.

The Hennepin County members were: Curtis H. Pettit, afterwards identified with the State Reform School, and William Lochren, a Democrat, born in Tyrone County, Ireland, whose parents came to Franklin County, Vermont, when he was two years of age. He studied law, was admitted to the bar in his adopted county in 1856, came to St. Anthony Falls the same year. He enlisted as a private in the First Minnesota Volunteers and during his three years service he reached the grade of First Lieutenant. He had been a member of the preceding Senate He afterwards became Judge of the Fourth Judicial District, United States Commissioner of Pensions in President Cleveland's second administration and is now (1908) one of the United States District Judges for Minnesota.

Rice County was represented by George W. Batchelder, serving a third time. Dana E. King, from the Sixth District, had served in both houses of the Legislature. The following were other members of the Senate: Colonel William Pfaender,

of Brown County afterwards State Treasurer for four years; D. B. Sprague, of Fillmore County, who had served in the Sixth Legislature; Charles Hill, of Goodhue County; C. F. Buck, of Winona, where he had settled in 1852, a lawyer and a native of Erie County, New York, and Samuel Lord, born in Meadville, Pennsylvania, and who came to Minnesota in 1856, practiced law in Marion and Mantorville, was a member of the First State Legislature, served in the Senate in 1866 and 1867 and at the end of his legislative term became Judge of the Fifth Judicial District.

The House of Representatives organized with fifty-seven members and elected John L. Merriam, of St. Paul, Speaker. Mr. Merriam had been elected in a district politically against him, but had exhibited in the conduct of his personal business such sagacity and good management as to make him highly successful. He was born in Essex, New York, removed to Minnesota in 1861 to become a partner in a stage and express company, but afterwards engaged in railroading, banking, manufacturing, transportation and other enterprises. He was reelected to the succeeding Legislature, of which body he was again chosen Speaker.

Among the characteristic personalities of the House was Abraham McCormack Fridley, a native of Corning, New York, of German descent. Formerly a Whig, he afterwards became a Democrat, and he was appointed in 1851 by President Fillmore, agent for the Winnebago Indians and stationed at Long Prairie. He studied law and was admitted to practice. In 1853, he removed to St. Paul and became sheriff of Ramsey County. The next year he changed his residence to St. Anthony Falls, and became a member of the Territorial Legislature. Subsequently he removed to Manomin, [now Fridley] and represented his district in the Eleventh, Twelfth and Thirteenth Legislatures. While a United States official he became financially involved with the Government. He was a delegate to the Democratic Conventions of 1860 at Charleston and Baltimore, and during his visit in the East there was found to be a balance of $20,000 due him from the Government. Fridley had employed William Hollinshead, a noted attorney of St. Paul, to prosecute his Government claim,

the attorney to receive a contingent fee of half the amount recovered. On his way to his Manomin home Fridley with his $20,000 forgot to stop at St. Paul and settle with Hollinshead. The interested attorney, hearing of the arrival of his client in Minnesota proceeded to equip himself with a revolver and visit the delinquent. On his arrival at Manomin the lawyer presented his case, and to enforce his claim produced the aforesaid pistol, declaring that the verdict was either $10,000 in cash or the delinquent's life. It is perhaps needless to say that life won. Fridley graciously capitulated.

Another prominent Democrat was John Louis Macdonald, a Scotch Highlander by birth, of the clan of "Macdonald of the Isles." He came to Belle Plaine in 1855 and in 1861 removed to Shakopee, where he edited the Shakopee *Argus*. He served seven years as District Judge and was a member of the Fiftieth Congress.

In the Minneapolis delegation was A. R. Hall, afterward Speaker of the House; A. E. Rice, who became Lieutenant Governor. The St. Paul Representatives, besides the Speaker, were John M. Gilman, a member of the Seventh Legislature and Paul Faber, a member of the Democratic wing of the Constitutional Convention. The Second District sent as Representatives, William Lowell and James S. Norris. Mr. Lowell was a native of Maine, who came to Taylor's Falls in 1852 and the next year settled at Stillwater. He was engaged in lumbering, and at the time of becoming a member of the Legislature was well advanced in years. James S. Norris was a native of Monmouth, Maine. He came to St. Croix Falls in 1839, and three years afterwards he removed to what is now Cottage Grove, Washington County. He was a farmer and with his brother-in-law, Joseph Haskell, was the first to demonstrate that wheat could be successfully raised in Minnesota. He was a member of the Sixth and Seventh Territorial House of Representatives, Speaker of the Sixth, and a member of the Democratic wing of the Constitutional Convention.

The Legislature being duly organized Governor Marshall's farewell address was read. In closing his four years' service as

Governor, he congratulated the Assembly on the satisfactory condition of the finances of the State, there being the largest cash balance on hand for many years, though the loaning capacity of the State had been carried to the constitutional limit. He recommended that the liquidation of the Minnesota State Railroad Bonds should receive thoughtful consideration, and suggested that means of adjusting this indebtedness could be accomplished by the disposal of the State lands. He further suggested that Minnesota should follow the example of Illinois, which State after repudiating the interest on her bonds, had made a final settlement with her creditors. He gave statistics of the school fund and advised the organization of teachers' institutes. He also considered it his duty to call the attention of the Legislature to the inadequate salaries of the State officials.

Governor Austin, in his inaugural address, which was largely devoted to railroad affairs, proposed that the question of the disposition of 500,000 acres of State lands should be left to the decision of the people, who should determine whether it should be distributed among the several counties for internal improvements, to aid in the construction of railroads, or be used in liquidation of the Minnesota State Railroad Bonds. He advocated the revision of the criminal code, stated that there was something wrong with the divorce laws of the State, and suggested their amendment so that after a decree was granted, it should not take effect for a year. He recommended the ratification of the Fifteenth Amendment to the United States Constitution, stating that only the affirmative votes of seven more States were necessary for its ratification, and he hoped that Minnesota would not be last on the roll of honor. He made also the following suggestions: (1) The residue of swamp lands should be expended in founding public school libraries. (2) The abolishing of the passage of special laws by the Legislature, as the practice promoted individual schemes. (3) Suitable legislation to prevent railroads from extorting unjust tariffs. (4) The granting to corporations, associations, or persons, special or exclusive privilege, immunity, or franchise. (5) To limit local taxation, to restrict municipal indebtedness. (6) To prevent municipal in-

HORACE AUSTIN.

debtedness in aid of any railroad or private corporations. (7) To regulate and restrict railways. (8) To abolish the grand jury system.

The Twelfth Legislature adjourned March 4, 1870. During the session a large number of general and special laws were amended. The Fifteenth Amendment to the United States Constitution was ratified in the Senate January 12 by a vote of thirteen yeas to six nays. Baxter, Becker, Buck, Buell, Castle, Chewning voted in the negative. The next day Senators Lochren and Henry, who had been absent when the vote was taken, desired to have their votes recorded in the negative, and it was so ordered. January 13 the House passed the ratification by a vote of twenty-eight yeas to fifteen nays. Bullen, Cameron, Canfield, Cool, Cullen, Flannegan, Fowler, Fridley, Gilman, Jones, Macdonald, Meagher, Norris, Pfaar, Pound, Scanlan and Wilson voted in the negative.

Representative J. S. Norris offered a resolution, to appropriate the moneys received from the sale of 500,000 acres of State land for the redemption of the "Minnesota State Railroad Bond;" but the resolution was rejected, by a vote of seventeen yeas to twenty-one nays. The sum of $10,000 was appropriated to further immigration into the State. Counties, cities, and towns, making petitions were authorized to bond themselves for construction of railroads. The cities of Duluth, Shakopee, and St. Charles were incorporated. The counties of Monongalia and Kandiyohi were consolidated, the latter giving its name to the new county. Memorials were addressed to the President and to Congress for the preservation of St. Anthony Falls; asking for the reduction of postal rates between United States and Norway, Sweden, and Denmark; to protect the frontiers, and for a modification of the Homestead Law.

A general act for the incorporation of cities having between 2,000 and 15,000 inhabitants, at the wish of two-thirds of the legal voters thereof was passed. The recognition by Congress of the independence of Cuba was recommended by a vote of thirty-nine yeas to seven nays.

An appropriation of $1,000 was granted to commemorate the part taken by the First Minnesota Infantry at the Battle of Gettysburg. The law prescribing bounties for slaying wolves was repealed. Carlton, Cottonwood, Rock and Swift Counties were organized. The Belle Plaine Salt Company was encouraged in its undertaking to manufacture salt at Belle Plaine by the donation of twelve sections of land. An act was passed compelling railroads operating over or near public highways to fence their right of way. By another act the legal voters of any town could regulate the giving of licenses for the sale of intoxicating beverages.

The Legislature also passed an act setting apart ostensibly the proceeds of the 500,000 acres of State lands, but really the lands themselves, for the payment of the "Minnesota State Railroad Bonds." The act required that of the 2,475 bonds 2,000 of them with all unpaid coupons attached be deposited with the State Auditor, on or before the first Wednesday in September, and each bondholder was required to agree, by written contract, to purchase land at $8.75 an acre equal to the amount of the obligation held by him; also to be present in person to make the selection of his land or authorize the State Auditor to do it for him. This proposition was ratified by the people by a vote of 18,157 to 12,489.

The death of United States Senator Daniel S. Norton, occurred in 1870, and his law partner, William Windom, was appointed by Governor Austin to fill the vacancy until the convening of the next Legislature. Mr. Windom was born in Waterford, Ohio, May 10, 1827. He was admitted to the practice of law in that State in 1850 and formed afterwards a partnership with his senatorial predecessor, and in 1855 they came to Winona. These two young men soon became prominently identified with the political affairs in Minnesota. Mr. Norton, before his election to the United States Senate, was a member of the Senate of his adopted State for several terms. Mr. Windom, was elected in the fall of 1858 to Congress, and was reelected for four subsequent terms. He afterwards became one of the most prominent political personages in the Northwest. Besides

serving in the United States Senate for nearly twelve years he was Secretary of the Treasury in two presidential cabinets. His sudden death, in New York City, January 29, 1891, was a National bereavement.

CONGRESSIONAL ELECTION IN 1870.

At the election of members for the Forty-first Congress, held in the fall of 1870, Mark H. Dunnell, the Republican candidate in the First District received 19,606 votes; his Democratic opponent, C. F. Buck, had 14,904 votes.

In the Second District, John T. Averill, the Republican nominee received 17,133 votes, while 14,491 were cast for Ignatius Donnelly.

Mark H. Dunnell, of Owatonna, was born in Buxton, Maine, he had served in both houses of the Legislature of that State, had been State Superintendent of Common Schools, a delegate to the First National Republican Convention, Colonel of the Fifth Maine Infantry in the Civil War, and United States Consul at Vera Cruz, Mexico. He commenced the practice of law in 1860 at Portland, Maine, became a citizen of Minnesota in 1865, had been a member of the Legislature and State Superintendent of Public Instruction. He represented his district in Congress for six consecutive terms.

General Averill was also a son of Maine. He had been a member of the Minnesota Senate and during the Civil War was Colonel of the Sixth Minnesota Infantry, and a Brevet Brigadier General. He was engaged in paper manufacture and was reelected to the Forty-second Congress.

THIRTEENTH STATE LEGISLATURE.

The Thirteenth Legislature assembled January 8, 1871. There were some changes in the personality of the Senate. In the Second District, Dwight M. Sabin, a successful lumberman and manufacturer of Stillwater, a Republican in politics, afterwards United States Senator, succeeded James N. Castle. A

future Governor, John S. Pillsbury, of Minneapolis, was elected from the Fourth District. He, however, was not a novice in legislative routine for he had been a member of the Senate for five preceding Legislatures. In the Sixth District W. T. Bonniwell succeeded Dana E. King, in the eighth, John H. Case was elected in place of George W. Batchelder.

The successful candidate in the Tenth District was Nathaniel S. Tefft, a native of Hamilton, New York. He studied medicine, received his diploma in 1848 and located in Minneiska eight years later. He represented that district in the First and Third State Legislatures. In 1861 he removed to Plainview and took rank as the leading physician and surgeon in Southeastern Minnesota.

From Fillmore County came John Q. Farmer, of Spring Valley, a lawyer by profession. He came to Minnesota in 1864, and had served in previous Legislatures, having been Speaker of the House. He was made Chairman of the Judiciary committee, and in 1879 became a District Judge.

Two members of the preceding House of Representatives were elected to the Senate—W. C. Young in the sixteenth and John L. Macdonald in the Eighteenth District.

In the Le Sueur District E. R. Smith was succeeded by Michael Doran, a native of County Meath, Ireland, who emigrated to America in 1850, coming to Minnesota six years later. He had served eight years as county treasurer of Le Sueur County, had engaged in farming, banking, milling and real estate enterprises. His Senatorial terms were from 1872 to 1875, 1877 and 1879. Mr. Doran afterwards removed to St. Paul, where (1908) he still resides.

In the Lower House, St. Paul, had elected her veteran Democratic citizen, General Henry H. Sibley. Among the other new members, with legislative experience, were Lucas K. Stannard, of Taylor's Falls, a native of Vermont. He was the first lawyer admitted to practice in the courts of Chisago County. He had been a member of the Territorial Legislature and also of the Republican wing of the Constitutional Convention and of the Second State Legislature. From the same district came

Joseph Haskell, one of the earliest farmers of Minnesota, a native of the State of Maine, of sturdy New England stock. Arriving at the age of manhood he came West, stopping for two years in Indiana. In the summer of 1839 he landed at Fort Snelling. He experimented with J. S. Norris, his brother-in-law, on the adaptability of the soil of Minnesota to raise wheat, and they became the first successful demonstrators of the value of the land for the production of this cereal. Mr. Haskell, J. Q. A. Vale, from the eleventh and Tosten Johnson from the Thirteenth District were members of the Eleventh Legislature.

Among those that became prominently identified with the political history of the State were William D. Washburn, of Minneapolis, afterwards United States Senator; Ara Barton, of Northfield, a native of New Hampshire, who came to Minnesota in 1857, and was in 1873 Democratic candidate for Governor; James B. Hubbell, of Mankato, born at Winsted, Connecticut, and who came to Minnesota in 1857 and engaged in mercantile pursuits. He afterwards became a resident of St. Paul, where he died.

The Third District was represented by William S. Moore, of St. Cloud, and Luke Marvin, of Portland (Duluth). Mr. Moore was a graduate of Yale University. He settled in Minnesota in 1858, was a prominent attorney, and in his later life moved to St. Paul, where he died. Mr. Marvin was an Englishman by birth. He came from Cincinnati, Ohio, to St. Paul in 1850, and for the next decade was engaged in the wholesale boot and shoe business. President Lincoln in 1861, appointed him land agent at Portland (now Duluth), to which place he removed and became actively engaged in establishing railroad communication between that point and St. Paul.

Richard A. Jones, the member from Olmsted County, was born near Lafayette, Indiana, and came to Chatfield in 1859, removing to Rochester in 1864. He was well versed in legal lore and became in 1887 Chief Justice of the Supreme Court of Dakota. He died at Seattle, Washington Territory, August 19, 1888.

The House organized by the reelection of John L. Merriam as Speaker. In a joint convention the Governor's annual message was received. After dealing with the financial standing of the State he quoted from the report of the Commissioner of Statistics, showing estimates of its agricultural condition. The growth and prosperity of educational and State institutions was shown. He recommended the changing of the general State election day to that of the National, and he expressed the opinion that State elections were too freqquent. He regretted the failure of the holders of the "Minnesota State Railroad Bonds" to avail themselves of the promise of liquidation proposed by the last Legislature. The larger portion of his message was devoted to railroads, advocating indulgences to the corporations, which, if not granted, might retard the construction of railroad lines which would be detrimental to the State. He also compared their charges with those of English roads.

The Legislature adjourned March 3, 1871, and in a brief summary of its work, attention is called to the laws passed governing school districts and the duties of county superintendents of education. The sum of $1,000 was appropriated to correct and revise the war records of the State. The office of Railroad Commissioner was created at a salary of $3,000 and necessary expenses. Laws regulating the disposition of unclaimed baggage of railroads, and to prevent fraud in the sale of patent rights were also enacted. The planting and growing of timber and shade trees was encouraged by a bounty. Cruelty to animals was made a misdemeanor, as was also the adulteration of cheese and milk. The picking of cranberries was forbidden previous to September 10. Laws were passed for the preservation of game. The sale of spirituous or malted liquors was prohibited within five miles of the located line of the Northern Pacific Railroad. The counties of Aitken and Big Stone were organized and Yellow Medicine and Lac qui Parle were established. The villages of Chatfield, Waseca, Preston, Northfield, Chaska, Hokah and Wells were incorporated and the borough charter granted New Ulm by a previous Legislature was repealed and a new one passed. The sum of $6,500 was appropriated

to heat the capitol by steam, and $450 to provide it with city water. A memorial to Congress asked that the jurisdiction of the light-house board be extended over the Mississippi, Missouri and Ohio Rivers; also asking for improvement of the harbor of Duluth. The sum of $10,000 was appropriated for the expenses of a new Board of Emigration.

The bill to dispose of the 500,000 acres of State lands to form a State Internal Improvement Fund was vetoed by Governor Austin who, on returning the bill, alleged that its passage was the result of a combination among the members of the Legislature. He believed it was jeopardizing the State's credit, and expressed the opinion that, while he did not believe in paying the "Minnesota State Railroad Bonds" in full, there should be an attempt to compromise the matter; but in disposing of the State's lands the only available asset to accomplish this end was removed. The bill failed to pass over the governor's veto by a non-partisan vote of twelve ayes to ten nays. A commission was proposed to determine whether the $2,227,500 of "Minnesota State Railroad Bonds" were a legal liability against the State, and if they were, another commission was authorized to make a new issue of thirty years' bonds to take their place. This proposition was submitted to the people in May, 1871, when 21,499 votes were cast against and 9,293 in favor of the proposition.

At a joint convention Ozra Pierson Stearns was elected to fill the unexpired term of United States Senator ending March 3, 1871, made vacant by the death of Senator Daniel S. Norton. At the same time William Windom was chosen United States Senator for the term commencing March 4, 1871. Mr. Stearns, the newly elected Senator, was born January 15, 1831, in St. Lawrence County, New York, and, after receiving a university education, came, in 1860, to Rochester, Minnesota. The following year he was elected county auditor. During the Civil War he raised a company for the Ninth Minnesota Volunteers, being commissioned First Lieutenant. He finally became Colonel of the Thirty-ninth United States colored troops, and was mustered out of service in the winter of 1865. Colonel Stearns then

returned to his legal duties at Rochester but in 1872 removed to Duluth. In 1874 he was appointed Judge of the Eleventh District which position he held until 1894. He died at San Diego, California, June 3, 1896.

STATE ELECTION OF 1871.

By the apportionment of 1871 the State was divided into forty-one Senatorial and Legislative Districts; the Senate was to consist of forty-one and the House of Representatives one hundred and six members.

At the following State election the Democrats presented as their candidate for Governor, Winthrop Young; the Republican Convention nominated Governor Austin. The latter was re-elected, receiving 46,950 votes to his opponent's 30,376. The Prohibition candidate, Samuel Mayall, received 846 votes. The counties of Blue Earth, Brown, Nicollet, Wabasha, Washington and Winona, which were Democratic in 1869 went Republican by small majorities. In Carver, Dakota and Le Sueur Counties the former Democratic majorities were greatly reduced. Ramsey County, the stronghold of Democracy in the last election, was carried by only fifty-one votes, and Otter Tail County, that had been unanimously Democratic in 1869, cast 1,097 votes for Austin to 244 for Young. Lake County, that had been unanimously Republican in the same year, went Democratic by two in a total of vote of twenty-six. The counties of Becker, Carlton, Clay, Cottonwood, Kanabec, Lyon, Nobles, Rock, Stevens and Swift, which had been organized since the election of 1869, were carried by Governor Austin by large majorities; the vote being unanimous in Rock and Stevens, while in Clay there were only two Democrat votes and in Nobles but one. The State officials were re-elected, except that S. P. Jennison succeeded Hans Mattson as Secretary of State and William Seeger was elected State Treasurer.

Chapter III.

ADMINISTRATION OF GOVERNOR AUSTIN.

FOURTEENTH STATE LEGISLATURE.

THE Fourteenth Legislature assembled January 2, 1872. An entire new election also the increase in the number of Senators and Representatives, on account of the new apportionment, was the occasion of the appearance of a large number of novices in legislative duties. Among the members of the Senate that had served in preceding Legislatures were D. L. Buell, Dwight M. Sabin, John Q. Farmer, L. L. Baxter and William Pfaender. G. W. Batchelder had been a member of the Senate of 1869 and 1870, while Andrew Railson and John F. Meagher, were members of the House of Representatives of 1871. Mr. Meagher, a native of County Kerry, Ireland, came in his boyhood to America. Arriving at the age of maturity he located at Mankato, where he afterwards resided and became interested in mercantile and banking pursuits.

In the Senate among the new aspirants for legislative honors who afterwards became prominently identified with the political history of the State were Lucius F. Hubbard, of Red Wing, afterwards Governor of the State, and Milo White, of Chatfield, who became a member of the Forty-eighth and Forty-ninth Congresses. One of the St. Paul Senators was Isaac V. D. Heard, a native of Goshen, New York. He came to his adopted city in 1852, when only eighteen years of age, studied law and was elected city attorney in 1856; the following year he was appointed county attorney, and was re-elected to these offices sev-

eral terms. Mr. Heard took an active part in the Sioux Outbreak of 1862; he was Judge Advocate during the trial of the Indian murderers. Henry Poehler, a Democrat of pronounced opinions, was Senator from the Thirty-sixth District; he became a member of the Forty-sixth Congress. From Mower County came Sherman Page, a Republican, whose impeachment trial, a few years later, was a sensational incident of the political history of the State. Winona sent Samuel S. Beman, a native of the sunny South. A member of the legal fraternity who though diminutive in stature was endowed with elocutionary powers that gained for him the sobriquet of "the silvered tongued orator." From Waseca County came James E. Child, a journalist and lawyer, a native of Jefferson County, New York and the Prohibition candidate for Governor in 1886. Two of the Senators from the Hennepin District were Levi Butler and William P. Ankeny. The former was a physician, though he was also engaged in lumbering. A native of Indiana he came to Minnesota in an early day, and during the Civil War was surgeon in the Third Minnesota Infantry. Senator Ankeny was engaged in lumbering. He came from Pennsylvania to Minnesota in 1857.

From the Twenty-eighth District came Jonas Lindall, of Franconia, an enterprising and prosperous business man who was accidentally drowned in the Mississippi River, near Hastings, two months after the adjournment of the Legislature.

The House of Representatives organized and chose Albert R. Hall, of Dayton, Speaker. The presiding officer of the house was a native of Vermont and came to Minnesota in 1856.

In the House the Speaker, Richard A. Jones, Ara Barton, Dan E. Eyre, Henry Platt and William H. Greenleaf had been members of the preceding Legislature. Among those who had served in earlier legislatures were John B. Sanborn, Edmund Rice and J. R. M. Gaskill, of Stillwater. The last named was a member of the First State Legislature, a native of Illinois, who had come to Minnesota in 1855, practiced medicine and engaged in milling, lumbering and merchandise. He was, during the Civil War, surgeon of the Forty-fifth Illinois Volunteers.

Charles H. Lienau was a native of Germany, who emigrated to America in 1854, coming to St. Paul three years later. He was engaged in newspaper work in St. Paul and elsewhere in Minnesota and died in 1906 at San Francisco, California.

Nathan Richardson represented the Thirtieth District. He was a native of Wayne County, New York, had been a member of the House of the Legislature of 1867, when he represented nineteen counties, nearly one-half of the area of the State at that time.

Among the new aspirants, for political honor were Loren Fletcher, of Minneapolis, who became Speaker of a subsequent House and a Member of Congress for several terms. Alphonso Barto became Lieutenant Governor for two years. James C. Burbank, of St. Paul, a native of Vermont, came to St. Paul in 1850. Peter Berkey, a Pennsylvanian, came to Minnesota in 1855 and became interested in various enterprises. He is still a resident of St. Paul (1908) being in his eighty-fifth year.

Faribault County sent Simeon P. Child, a manufacturer. He was born in Ohio and came to Waseca County in 1855. He served in an Indiana regiment during the Civil War; settled in Blue Earth City in 1866; resided in St. Paul in 1892, and is now (1908) engaged in agricultural pursuits near Shakopee.

In the Carver County delegation was Frederick E. Du Toit, of Chaska, a native of New York who settled in Minnesota in 1856. This was his first election to the Legislature. He was re-elected and was sheriff of Carver County for twenty-one successive years. He is a Democrat, and in 1898 was elected State Senator to the Thirty-first Legislature and has ever since represented that district.

The Forty-first District sent as one of its representatives E. E. Corliss, of Fergus Falls, afterwards a member of the Capitol Commission.

Governor Austin, in his message to the Legislature, stated that the balance in the State treasury, on November 1, 1871, was $196,180.37. He referred to the State's internal improvements, stating that on January 1, 1872, there were 1,550 miles of railroad in operation, which showed a yearly average of 190

miles built and equipped since the first rail was laid in September, 1862. He stated that all the railroad corporations, whether local or non-resident, had set at defiance the Legislature of the last two sessions, and suits had been commenced against the Winona and St. Peter Railroad Company for violation of the laws. He reported that scientific experiments had resulted in establishing the fact that Minnesota peat could be utilized for fuel, which would be a practical solution of that question. Mention was made of the Centennial Exhibition at Philadelphia, and the International Exhibition at Vienna. The expenditure of $345 of the $1,000 appropriated for the Gettysburg battlefield was reported.

In a compendium of the laws passed by the Legislature the following are worthy of mention: A revision and codification of laws relating to common and normal schools, a reciprocal General Insurance Law; the establishment of a State Board of Health; a division of the State into three Congressional Districts; laws relating to railroads carrying freight and passengers; transfer of passengers' baggage at railroad junctions; providing for railroad cattle guards and fences; a Geological and Natural History survey under the supervision of the University of Minnesota; Canada thistles pronounced a common nuisance and fines imposed for not preventing their growth; Cass, Murray and Wilkin Counties were organized; Dodge Center, Fergus Falls, Litchfield, Spring Valley, Farmington and Blue Earth incorporated as villages; Lake City and Faribault as cities.

Joint resolutions were passed asking Congress to construct a ship canal around Niagara Falls on the American side, for the completion of water routes for the Mississippi Valley, by way of the Wisconsin and Fox Rivers to Lake Michigan; also for another route by way of Lake Superior; and for the cession of the Chippewa reservation for occupancy and settlement. Additional appropriation was made for the correction and revision of the Civil War Records of the Minnesota soldiers. Constitutional amendments were proposed and were adopted by the people at the next general election, providing that each stockholder in any corporation, except those organized for the purpose of carrying

on manufacturing or mechanical business should be liable for the amount of stock held or owned by him; also that railroad companies, in lieu of taxes and assessments upon real estate, roads, rolling stock and other property, should pay into the State Treasury a certain percentage of their gross earnings.

PRESIDENTIAL ELECTION OF 1872.

The National campaign and election in 1872 in Minnesota was devoid of any exciting incidents. The members of the paramount parties were not all faithful in their fealty to their party nomination. There was a slight defection from both parties. Many Democrats who were dissatisfied with the candidacy of Horace Greeley for President voted for Charles O'Conor or did not vote at all. Also the Liberal or Independent Republican movement which had neither National or State organizations and consisting of a number of dissatisfied Republicans who were opposed for certain reasons to President Grant and his policies. There was no convention held in Minnesota to elect delegates to a National Convention to be held at Cincinnati, Ohio, but a voluntary delegation, composed of M. L. Wilkinson and J. B. Hubbell, of Mankato; Aaron Goodrich, Samuel Mayall, John X. Davidson, and Theodore Heilscher, of St. Paul; W. W. Mayo, of Rochester; Thomas Wilson, of Winona; C. D. Sherwood, of Fillmore County; and H. Williams, proceeded to Cincinnati.

The Minnesota delegates, favorites for Presidential candidates were Charles Francis Adams, Lyman Trumbull, and David Davis; Horace Greeley the successful nominee did not have a single supporter. The Presidential vote in 1872 was for Ulysses S. Grant, 90,919. Horace Greeley 35,211, Charles O'Conor 162.

The Congressmen elected in 1872 were Mark H. Dunnell in the First District, who received 20,807 votes; Morton S. Wilkinson, the Independent or Liberal Republican candidate received 10,881 votes. In the Second District Horace B. Strait, Republican, defeated C. C. Graham, the nominee of the Democratic party by a vote of 15,712 to 11,688. The Third District

re-elected John T. Averill by a vote of 19,663 to 12,713 for George L. Becker, his Democratic opponent. The new member of Congress from the Second District, Horace B. Strait, was of Virginia Revolutionary stock. He was born in Potter County, Pennsylvania; his educational advantages were limited to the common schools. He came to Minnesota in 1855 and engaged in farming, but five years later removed to Shakopee and became a merchant. In 1862 he enlisted in the Ninth Minnesota Volunteers, and at the close of the war was mustered out of the United States service as a Major. He then engaged in milling, banking, and farming and was mayor of Shakopee at the time of his election to Congress. He served by continuous re-election until his defeat in 1879 by Henry Poehler, but was again sent to Congress in 1881 and served until 1888, when John L. Macdonald became his successor.

FIFTEENTH STATE LEGISLATURE.

The Fifteenth Legislature convened January 7, 1873. In the election of 1872, in the odd numbered Senatorial Districts, Samuel S. Beman, Milo White, John L. Macdonald and Luther L. Baxter had been re-elected. Edmund Rice succeeded Isaac V. D. Heard in the Twenty-third District, and John S. Pillsbury represented the Twenty-fifth District. Among the new members of the Senate were R. B. Langdon, a Vermonter by birth, who, at the age of twenty-two, commenced railroading in his native State. He had been continuously engaged in superintending the construction of railroads operating in ten States of the Union, and in 1858 supervised the grading of the St. Paul and Pacific, the first railroad enterprise in Minnesota. H. H. Atherton was also a native of Vermont. He came to Elgin, Wabasha County, in 1854, later removing to Kasson. Charles H. Graves came from Duluth. William Meighen, a Pennsylvanian by birth, though of Irish extraction, was another Senator. He came to Minnesota in 1858, settled in Fillmore County and was engaged in surveying and dealing in real estate. He was a member of the House of Representatives for 1859, 1868, 1869 and Senate of 1873 and 1874.

In the House there were twenty-four members re-elected, Albert R. Hall was chosen Speaker. The membership of the House was of a diversified nativity, those of Scandinavian origin predominating. The Sixteenth District sent as one of its Representatives William C. Williston of Red Wing, a native of South Carolina, who settled in Minnesota in 1857. He served in the Civil War as Captain of Company G Seventh Minnesota Infantry. He was afterwards a member of the House of 1874 and a Senator during the session of 1876 and 1877. He was appointed District Judge for the First District in 1891, a position he now (1907) fills. One of the Representatives from the Twenty-second District was Edward W. Durant of Stillwater. He was born in Roxbury, Massachusetts, came in his boyhood to Cincinnati, Ohio, afterwards to Albany, Illinois. Arriving at the age of manhood he came to Stillwater and was first engaged in logging, then as a steamboat pilot on the St. Croix and Mississippi Rivers, and subsequently became interested in lumbering. Mr. Durant, in 1873, was the Democratic nominee for Lieutenant Governor; represented his district in the Fifteenth, Seventeenth and Twenty-first Legislatures. Another member of the House was E, St. Julien Cox, of St. Peter. A native of Germantown, Pennsylvania, he came to Minnesota in 1857, and during the Indian troubles served as Captain in the First Minnesota Rangers. From the town of Marshall came its founder, John W. Blake, a native of Maine. His parents in his infancy, removed to Wisconsin, where he was educated and became a civil engineer. He served as a Captain in a Wisconsin regiment during the Civil War, and in 1872 came to Minnesota. He was a member of the Senate during the years 1875, 1876, 1882 and 1884. The Thirty-eighth District sent as one of its Representatives ex-Governor Stephen Miller of Windom.

The Legislature organized Grant and established Lincoln and Wadena Counties. The city of St. Peter, also the villages of Madelia, Worthington, Glencoe, Rush City, Winnebago and Byron were incorporated. A constitutional amendment increasing the pay of Senators and Representatives to five dollars a day received the sanction of the people at the next general election.

Governor Austin, in his annual message to the Legislature stated that there were rumors of a mismanagement of the funds of the State treasury, and advised that the financial affairs of that department of the State should be thoroughly investigated.

The House of Representatives promptly asked for the resignation of the accused State Treasurer, William Seeger, but he paid no attention to the request and February 26, 1873, Representative Child offered a resolution for the impeachment of Mr. Seeger, Treasurer of the State of Minnesota, for corrupt conduct in office and for crimes and misdemeanors. On the following day Representative Clarke offered a substitute, commencing with a lengthy preamble which stated, that when the present State Treasurer came into office, in January, 1872, there was a deficiency of $112,000, which later had been partly secured by a mortgage of $75,000; that the present State Treasurer had been a party to the concealment of this deficit, and had, during his occupancy of the office, illegally loaned the public moneys to business firms of St. Paul. The preamble further stated that the Treasurer had been in the practice of loaning money and retaining the interest, and had even engaged in private speculation with the public funds. This preamble was objected to, and upon its rejection by the house a substitute was offered. "That William Seeger be impeached for high crimes and misdemeanors in public office." The substitute was adopted by seventy-five yeas to twenty-six nays.

A committee was appointed March 5, to prepare articles of impeachment against the Treasurer, which were presented to the House the following day. They consisted of various charges and specifications, among which were fifty-eight items of feloniously loaning moneys to the First National Bank of St. Paul. Three items to the Second National Bank of St. Paul; sixteen items to Willius Bros., and Dunbar of St. Paul; three items to the First National Bank of Stillwater, and seven items to Auerbach, Finch & Scheffer, of St. Paul, for the same offense. The articles further charged that the preceding State Treasurer, Emil Munch, had been short in his accounts $112,000, and that the present State Treasurer after making demands for the return

of the shortage, which demands had not been complied with, had failed to make complaint. The State Treasurer was further charged with conspiracy with Munch in withholding the statement of shortage, and also of having received rewards in the shape of interest on the loan of the State's moneys.

The report of the committee was adopted by sixty-one yeas to thirty-five nays, and G. P. Wilson, W. C. Williston, Alphonso Barto, H. S. Howe, H. A. Child, M. A. Hawkes and T. S. Van Dyke were appointed a committee to conduct the impeachment trial on the part of the House, and the Senate was notified to summons the accused to appear before the bar of the Senate for trial.

The State Treasurer was notified to appear before the Senate on March 7, and a communication was received from him that John M. Gilman, Greenleaf Clark, Gordon E. Cole, and Cushman K. Davis represented him as counsel. An adjournment was taken to May 20, to allow counsel for the accused to prepare their defense. The bondsmen of the State Treasurer were Horace Thompson and Maurice Auerbach, of St. Paul, Charles Scheffer, of Stillwater, Emil Munch, who was a son-in-law of Seeger, and Adolph Munch, brother of the former State Treasurer. The Munch brothers, to liquidate their obligation, turned over to the other bondsmen real estate, which was, however, so heavily encumbered that there was little realized from it, after paying legal expenses.

On the re-assembling of the Court of Impeachment, it was informed that Mr. Seeger had resigned his office and the resignation was accepted by Governor Austin, for which he was severely criticised. It was, however, resolved to receive no evidence on that point. On May 22, the ex-Treasurer appeared and pleaded guilty, but denied that he had acted with corrupt or willful intent. The court found him guilty of all charges specified and the following order was unanimously adopted: "Ordered, as the judgment of this court, that William Seeger be and he is hereby disqualified to hold any office of honor, trust, or profit in this State."

Thus closed the first impeachment trial in the State. The bondsmen of the State Treasurer paid the deficit; there was no attempt to criminally prosecute any one. The salary of the office was increased to $3,500. The Democrats made but little fuss over the matter, but many Republicans felt that a stain had been put upon the record of their party.

STATE ELECTION OF 1873.

In the early part of 1873 a campaign was inaugurated by the Republican leaders for the State offices, and, incidentally, for the election of a United States Senator. Governor Austin wished to succeed himself as Governor and ex-Senator Ramsey was desirous of again becoming Senator. The Austin wing of the Republican party had never affilliated with the Ramsey wing, and the latter presented as their candidate William D. Washburn. Thomas H. Armstrong, of Albert Lea, was also an aspirant for the position.

The St. Paul *Dispatch* whose editor Harlan P. Hall, had not been confirmed by the United States Senate for a public office, commenced the publication of editorials advocating a revolt from the "old fogies" that were managing the Republican party in the State, and suggested the overthrowing of what was termed their "thralldom" by the younger members of the party. The *Dispatch* presented the name of Cushman K. Davis as a worthy recipient for the Gubernatorial or Senatorial honors. The proposed candidate for political preferment at first was tempted to deny any ambitious aspirations, fearing that his acceptance of the nomination might interfere with his future holding of the office of United States Attorney, for which appointment he was under obligations to the leaders of the Ramsey wing of the party. He was finally prevailed upon to keep quiet, with the sophistical reason that he was not accountable for utterance of any newspaper.

The editorials of the St. Paul *Dispatch* stimulated other Republican newspapers of the State to favor a revolt against the old regime and support the new candidate for Governor. The

State Convention was held at St. Paul, July 16. William H. Yale, representing the Washburn element, was chosen chairman. General L. F. Hubbard presented a letter from Governor Austin declining to be a candidate for re-election, but notwithstanding his name was announced as a candidate for the nomination. The first formal ballot stood: Washburn, 128; Davis 17; Austin 68; Armstrong, 30. On the fourth and final ballot there were 307 votes cast, making 154 necessary for a choice. Davis received 155 and Washburn 152. The old regime was thus defeated and the young Republicans had won a victory.

At the State election in 1873 the Democratic candidate for Governor was Ara Barton. The election returns gave Davis 40,741; Barton, 35,245; Samuel Mayall prohibition candidate, 1,036; scattering 35. Davis's majority, 4,425.

In an analysis of the vote the counties—with the exception of Ramsey—that gave Democratic majorities in 1871 were carried by that party with increased gains. The counties of Blue Earth, Hennepin, Martin, Mille Lacs, Mower, Rice, Wabasha and Winona were carried for Barton, while Ramsey the home county of the Republican candidate demonstrated his popularity by turning a Democratic victory of fifty-one to a Republican landslide of 963.

The main defection from the Republican ranks was, however, caused by the "Granger Movement," which had for its supporters the farmers, many of whom, because the Democratic party had put into its platform a plank against railroad extortions, affiliated with that party. The supporters of the "Granger Movement" had for a long time complained bitterly of the excessive tariffs and discriminations of railroad companies in transporting grain and other products, and also against grain buyers because of presumed unjust methods in grading wheat. There was a general cry raised against corporations. Clubs or "granges" were organized for mutual protection. Their declared object was to do away with the "middle-men," and to purchase their supplies of and sell their product directly to manufacturers and wholesale merchants. About this period the movement reached its height but gradually subsided on account of internal dissensions, impracticable methods, and the intriguing of politicians.

On September 19, 1873, the news was circulated of the failure of Jay Cooke & Company, the fiscal agents of the Northern Pacific Railroad Company. There were fears that this disastrous failure would cause another financial convulsion in Minnesota similar to that of 1857. While to some extent it did occur in the manufacturing districts and money centers of the East, it was scarcely felt in the State outside of a slight stringency of the money market, and a dullness in real estate. Not a failure of any mercantile or banking house occurred as a consequence, nor did any manufacturing establishment close its doors.

Governor Austin, after his retirement from the Gubernatorial chair, was prominently identified with political affairs. He became Auditor of the United States Treasury at Washington, was chairman of the Railroad Commission of Minnesota, became interested in mining developments in California, and died in Minneapolis November 7, 1905.

Chapter IV.

ADMINISTRATION OF GOVERNOR DAVIS.

CUSHMAN Kellogg Davis, who by a majority of votes of his fellow citizens had been elected to the highest State office in their gift, was younger than any of his predecessors, being only in his thirty-sixth year. He was born at Henderson, Jefferson County, New York, June 16, 1838. In the year of his birth his parents moved to the Territory of Wisconsin, locating on a farm near Waukesha. Here his boyhood days were spent. After attending the common school he entered Carroll College, at Waukesha, finally graduating in 1857 from the University of Michigan.

Returning to Wisconsin he studied law in the office of Alexander W. Randall, afterwards War Governor of Wisconsin and Postmaster General in the cabinet of President Johnson. Young Davis commenced the practice of his profession in 1860, at Waukesha and in the Republican campaign of that year made political speeches. In 1862, he enlisted and became First Lieutenant in the Twenty-Eighth Wisconsin Volunteers, and was with the Western Army two years, a part of this time he was on the staff of General Willis A. Gorman, becoming incapacitated for military duty he resigned, and removed to Minnesota. He formed a law partnership with his late commanding General; this association with his natural ability gave him a prominent position in the Ramsey County bar. In 1866, he was elected to the House of Representatives from that county; two years later he became United States District Attorney, which position he resigned on becoming Governor. From the time of his entrance

into political life as a legislator Davis became champion of the people against the alleged dominance and aggressions of the railroad companies. He was a devoted student of general literature; he had prepared a lecture entitled "Modern Feudalism," in which he delineated how the "Mighty Octopus" of railroad corporations was trampling underfoot the rights and prerogatives of the citizens of the State.

The other State officials chosen on the ticket with Governor Davis were Alphonso Barto, Lieutenant Governor, a native of Vermont and a lawyer at Sauk Rapids. Governor Austin's appointees to fill vacancies—Edwin W. Dyke as State Treasurer, and O. P. Whitcomb as Auditor—were elected, also S. P. Jennison was re-elected as Secretary of State. George P. Wilson was the new Attorney General.

SIXTEENTH STATE LEGISLATURE.

The Sixteenth Legislature assembled January 6, 1874. At the State election Senators in the twenty even numbered districts had been elected. Senators Amos Coggswell, Lucius F. Hubbard, and Levi Butler were re-elected. Simeon P. Child and E. St. Julien Cox, members of the preceding House of Representatives, were chosen Senators.

From the Eighth District came Charles H. Berry, the first Attorney General of the State, a native of Rhode Island, he received an academic education in New York; he was admitted to the practice of law in the city of Rochester in that State. In 1855, he came to Winona and opened a law office in that city. He was a Democrat in politics and was prominent in Masonic circles.

The Fourteenth District sent ex-United States Senator Morton S. Wilkinson; the Twentieth District the erratic Ignatius Donnelly.

Thomas S. Buckman of Faribault, the Senator from the Eighteenth District, was born in Vermont and graduated from the University of Vermont. He is the present (1908) District Judge of the Fifth District, a position he has held since 1880.

The Senator from the Twenty-second District, William McKusick, had been a resident of Stillwater since 1847. He was engaged in lumbering, and was a member of the Fifth Territorial House also a Senator in the Second State Legislature. The newly elected Senator from the even numbered St. Paul District was Elias F. Drake, President of the St. Paul and Sioux City Railroad Company, a native of Ohio and a resident of his adopted city since 1861. He was prominently identified with railroad and banking industries, having contracted and built the first ten miles of railroad in the State. The Senator from the Fortieth District, Albert E. Rice, a Norwegian, was to serve in the Senate with exception of two Legislatures till 1886, when he was elected Lieutenant Governor.

The House of Representatives re-elected Speaker Albert R. Hall; there were but fourteen who were members of the preceding Legislature, James E. Child, and Curtis H. Pettit had represented their districts in previous Legislatures. Among the new members were J. P. West, of Wells, a lawyer, native of Vermont, a resident of the State since 1871; Collins Rice, a pioneer farmer, a native of New Hampshire, who settled at Lewiston, Winona County in 1854; John Hanson, a Norwegian, who settled on a farm in Vernon; E. G. Swanstrom of Swedish nativity, came to Minnesota in 1854, a resident of Oneota, now a part of Duluth; David Benson, a Norwegian, a farmer who settled in 1867 at Rochester, afterwards removed to Renville County.

Washington County sent as one of its Representatives, David B. Loomis, from Stillwater, born in Willington, Connecticut; he came when thirteen years of age with his parents to Alton, Illinois. In 1843, he migrated to the St. Croix Valley and engaged in lumbering; he was one of the original owners of the Arcola mill, for several years was in charge of the St. Croix boom. In 1847 he became surveyor general of logs and lumber; he was for four years member of the Territorial Council, of which body he was President one year. During the Civil War he was Captain in the Second Minnesota Infantry.

Frank H. Pratt, of Rush City, the Representative from the Twenty-eighth District, was a native of Skowhegan, Maine, who came in 1854 with his father to St. Paul. He was engaged as a printer and editor on various newspapers. In 1860 he established the Taylor's Falls *Reporter*, the first newspaper published in Chisago County. In 1862 he enlisted in the Second Minnesota Infantry, resigning in 1864, having been promoted to a captaincy. After the war he located at Sunrise, engaged in mercantile pursuits, in 1872 he removed to Rush City.

In the delegation from the Thirty-third District was William R. Denny, of Carver, born at Keene, New Hampshire, receiving an academic education; at the age of twenty he came West, located for eight years in Wisconsin, coming to Minnesota in 1867. He afterwards became a member of the Legislatures of 1876, 1879 and 1881. Charles S. Crandall of Owatonna, the Representative from Steele County, was from the "Buckeye State." He came to Minnesota when seventeen years of age. He was afterwards a member of the Senate from 1887 to 1893, inclusive.

Governor Austin, in his farewell message, assured the people that the year just ended, had been a period of general healthfulness, fire and flood had not devastated cities, or laid waste the plains. The horn of plenty had filled the lap of the husbandman. The progress of public education had not been interrupted. The criminal calendar was never lighter. The finances of the State showed an encouraging balance. He advocated the taxation of railroad lands, also called attention to railroad legislation, recognizing them but great highways and arteries of commerce; that the world would never consent to arbitrary passenger and freight rates, whatever binding concessions had been made in the past. He advocated the appointment of a constitutional commission to revise the constitution. By the new methods adopted, in the office of the treasurer, interest to the amount of $7,024.39 had found its way into the State treasury. The frontier destitution was alluded to, also the relief furnished by the fund of 1873.

In his inaugural address Governor Davis recommended that financial relief should be extended to grasshopper sufferers. The larger portion of his message was taken up with a discussion of railroad abuses, their discriminations in freight and passenger charges; also for their non-payment of taxes, and recommends that the Legislature should pass remedial measures.

His language upon the need of reducing excessive freight rates was emphatic: "The expense of moving products has become the great expense of life; and it is the only disbursement over which he who pays can exercise no control whatever. He has a voice in determining how much his taxes shall be. In the ordinary transactions of life, he can buy and sell where he chooses and competition makes the bargain a just one; but in regard to his crops, he is under duress as to their carriage, and under dictation as to their price. In the very nature of things, the occasion must be rare which will justify any advance in the rates for moving grain from Minnesota. In September, 1873, however, when a wheat crop of unexampled abundance was overcrowding the means of transportation, and when there was every reason why there should be a reduction instead of an advance of rates, the Milwaukee and St. Paul Railway Company, and the Chicago and Northwestern Railway Company, simultaneously imposed upon our wheat crop a tax of three cents per bushel, by an advance of that amount in charges. If any administration should commit such an act as this in performing the functions of taxation, it would be deposed by an indignant constituency. No less deserving of condemnation is the policy of the companies in regard to freight which are moved wholly within the State."

In reviewing the labors of the Legislature of 1874, the following are mentioned as being of importance: A Board of Railroad Commissioners consisting of three persons to be appointed by the Governor was created having ample powers over the railroad system of the State; to protect citizens against discriminations in freight and passenger charges; also to see that suitable cars were provided for transportation; that carloads should not be less than 20,000 pounds. Corporations violating any part of

the act were liable to a fine of $1,000 for the first offense; for second and subsequent offenses not less than $2,500 or more than $5,000. Gamblers prosecuting their trade in cars and steamboats were to be fined and imprisoned.

The use of ball and chain for criminals, and their punishment in public were prohibited. By another act married women were allowed to act as administrators and executors. Cook County was organized.

By a joint resolution, Congress was requested to cause a survey of water routes, between the Minnesota and the Red River of the North, to see if it was feasible to construct a canal; also that improvements be made in the Minnesota and Mississippi Rivers. Out of deference for her Scandinavian population Congress was requested to raise the rank of the mission to Sweden and Norway, to a full second class mission being the same rank as those countries supported at Washington. General Christopher C. Andrews of St. Paul, was at this time United States Representative at the Scandinavian Court.

CONGRESSIONAL ELECTION OF 1874.

In the Congressional election in 1874, Mark H. Dunnell was re-elected in the First District receiving 16,716 votes, to his Democratic opponent, F. H. Waite 13,721. In the Second District Horace B. Strait was re-elected by 13,742 votes to 13,521 cast for E. St. Julien Cox nominee, of the Democratic party. In the Third District William S. King, Republican defeated E. M. Wilson, Democrat, by a vote of 18,179 to 15,860.

William S. King, of Minneapolis, the newly elected Congressman, was born at Malone, New York, December 16, 1828. He was one of the most active citizens of Minnesota in developing its commercial and agricultural interests. For several years he was postmaster of the United States House of Representatives.

SEVENTEENTH STATE LEGISLATURE.

The Seventeenth Legislature assembled January 5, 1875. In the odd numbered Senatorial District elections had been held

the previous fall; William Meighen, Milo White, J. L. Macdonald, J. S. Pillsbury, R. B. Langdon, C. H. Graves had been reelceted. In the Third District C. H. Lienau succeeded Luther L. Baxter, who was elected to the House of Representatives. Among the newly elected members of the Senate with legislative experience were Thomas H. Armstrong, Michael Doran, William P. Murray, W. H. C. Folsom, John W. Blake and Andrew Nelson .

The Thirty-ninth District sent Knute Nelson. This was his first appearance in Minnesota legislative halls, as a member of a constitutional body. In the Thirteenth District Peter McGovern of Waseca a Democrat, a member of the legal fraternity, succeeded William G. Ward, who represented that district in the Fourteenth and Fifteenth Legislatures. Senator McGovern was a native of Oneida County, New York, after being admitted to the bar he engaged in civil engineering and farming, he was afterwards, in 1886, elected to the Senate.

From the Seventeenth District came A. K. Finseth, a native of Norway, who emigrated to America in 1853, two years later settled in Minnesota. He was a member of the Senate from 1875 to 1878, and from 1887 to 1889, inclusive.

Steele County since 1872 had been represented in the Senate by Amos Coggswell; he had been a member of the Republican wing of the Constitutional Convention, also of the House in the Second State Legislature of which he was Speaker. He was born in Boscawen, New Hampshire, studied law in the office of President Franklin Pierce. On his admission to the bar he came to Illinois and located in Steele County in 1856. He was an easy and effective speaker, an able lawyer.

In the House of Representatives there were twenty-one members of the preceding Legislature. Among the new members who had had previous legislative experience were W. R. Kinyon, Joseph W. Furber, J. E. Mower, J. W. Sencerbox, J. C. Chadderdon, Charles A. Gilman, afterwards Speaker of the House, and Lars J. Stark, E. W. Durant and C. H. Clark.

The House after the oath of office, had been administered to its members proceeded to elect William R. Kinyon of

Owatonna, Speaker. Speaker Kinyon was born at Mannville, New York in 1833 and located at his resident city in 1858 where he became engaged in banking. He had been a member of the House of the Tenth Legislature.

Among the members who represented the pioneer element of Minnesota, was Joseph W. Furber, born in New Hampshire, in 1813; he emigrated to the Mississippi Valley in 1838; after remaining two years in Illinois, he came to St. Croix Falls, engaged in lumbering four years, later located at Cottage Grove. In 1846 he was Representative in the Wisconsin Legislature, was a member of the First Minnesota Territorial Legislature, of which body he was elected presiding officer. He was Representative in the Eight Territorial, also Tenth State Legislature In 1867 he was commissioned Major in the Minnesota Militia. President Fillmore made him United States Marshal. He died at Cottage Grove, July 10, 1884.

Another member of the Washington County delegation was John E. Mower, born in Bangor, Maine, in 1815. He came to St. Croix Falls in 1842 locating two years later at Stillwater. Mr. Mower was a millwright and carpenter, but was also engaged in lumbering. He was elected to the Fifth and Sixth Territorial Councils. The Territorial Legislature affixed his name to a county.

One of the Representatives from St. Paul was Francis R. Delano, the first Warden of the Territorial Prison. He was born in Worcester Massachusetts. He received a common school and academic education, became an engineer and in 1848 removed to St. Anthony (now Minneapolis), where he ran the Government mill. He afterwards removed to Stillwater, engaged in building and lumbering, but in 1862 removed to St. Paul. He was commander of five companies during the Indian outbreak. He afterwards became connected with the Great Northern Railway Company and the village of Delano was named in his honor.

From the Twenty-eighth District came Lars J. Stark, a native of Sweden, he emigrated to America in 1850, two years

later settled at Chisago Lake. He was a member of the House of Representatives in the session of 1865.

Among the new members for legislative honors were John S. Irgens afterwards Secretary of State. J. M. Wheat of Lenora born in New York in 1825. He graduated from Albany Medical College, came to Minnesota in 1856 to practice medicine. Burr Deuel, also a native of New York State, settled at Quincy in 1855 and was a miller by trade.

Governor Davis in his message to the Legislature stated that the financial embarrassment which had effected industries in other States had hurt Minnesota but little. The laborers had been employed, failures had been infrequent, merchants were in excellent condition, the farmers had secured an excellent crop, were out of debt with a large surplus unsold, and confidence had been restored in the State treasury, owing to the administration of the office by the present incumbent.

The bonded indebtedness was $480,000. He called the attention of the Legislature to the fact that Charles McIlrath, late State Auditor had received $77,041.13 which with interest amounted to $94,641.69 for the sale of timber from the public lands. This amount he had failed to return to the treasury. The Governor notified the Legislature that he had caused the Attorney General to employ counsel to help prosecute the accused party.

He condemned dilatory legislation; advised the restoration of capital punishment, as homicidal crimes were increasing under the present law. Indian affairs and conditions of the frontier were particularly dwelt upon. The question of cheap transportation received attention, he advised water communications in a country offering so many natural advantages. The harbor of Duluth was made a subject of his address, he stated that the trouble with the general government in regard to the building of a ship canal had been amicably settled, and Duluth made a port of entry. He detailed the opposition taken by the State of Wisconsin regarding the building of the ship canal. Reform in railroad legislation was a prominent part of his message, the law of 1871 regulating the carrying of freight and

passengers was declared by him to be crude and imperfect; he advised speedy action be taken in the special recommendations presented by the newly appointed railroad commission.

An investigation of the business of the Legislature shows the important enactments to be a law for the formation of town insurance companies; A uniform guage of three feet was established for railroads; Another act provided for the election of Railroad Commissioner, at the fall election of 1875, and for the prevention of extortion or unjust discrimination by railroad companies. A general law was passed for the organization of villages. Pennock Pusey, Phillip A. Harris and Paris Gibson were appointed a commission to secure for the State a proper representation of its resources at the Centennial Exhibition to be held at Philadelphia. Northfield was incorporated as a city.

The balloting for United States Senator to fill the seat which became vacant March 4, 1876, was the exciting event of this session of the Legislature. There were eighty-three Republicans in both houses. The acrimony which made its appearance in that party two years before had been stimulated during Governor Davis's administration, and his act in boldly throwing his lance into the political arena as a candidate for senatorial honors only added fuel to the flame. It was stated, that Alexander Ramsey on his second election as United States Senator had said he would not be a candidate for re-election, but the old war horse that had seen the State growing from an infant to a place of importance amongst its sister States, was loth to return to private seclusion, and transmit to others the political power he had so long wielded. Therefore urged by strong public sentiment became an active candidate to succeed himself.

The Legislature had been in session a little over a week, when the Republicans on the evening of January 14, assembled in caucus, for the purpose of nominating a candidate for United States Senator. The candidates presented for consideration were Alexander Ramsey, Cushman K. Davis, Horace Austin and William D. Washburn. It was agreed that there should be five secret ballots taken. In spite of the efforts of the anti-Ramsey element, the Senator gained strength on every ballot; on the

fourth he required only two votes to make him the Republican caucus candidate. This alarmed his opponents who insisted on an open ballot or an adjournment the latter was finally conceded by the Ramsey followers. On the re-assembling of the caucus, the following evening, it was found that fifteen of the Davis followers were absent; when the time came to take a ballot, fourteen to seventeen present refused to vote. This made it practically a rump caucus, though on the second formal ballot, Ramsey received the requisite forty-two votes, his followers, owing to the ill feeling engendered, were not enthusiastic or confident of his final triumph.

There were sixty-four members of the Legislature that did not affiliate with the Republicans neither were they all adherents of the Democratic party, but followers of grangism; independent Democrats and Greenbackers. They had been watching the Republican division though Minnesota was conceded a Republican State, 1875 was an independent year, in electing United States Senators in other States, therefore the minority was hopeful.

On January 18 a caucus was held in which fifty-one members of the Legislature opposed to Republican rule were present. A motion made by Senator William P. Murray was carried, that the successful candidate should be required to receive at least thirty votes. Ignatius Donnelly received the required number. This nomination proved very distasteful to the old line Democrats, and they did not heartily support the nominee. The nineteenth of January was the date for the vote to be taken for the election of a United States Senator. On the first ballot the three leading candidates were Ramsey 42, Donnelly 41, Davis 16; balloting continued from day to day with varying changes, the highest number of votes received by Ramsey was 58, Donnelly 52, and Davis 33. It became evident that Donnelly could not poll the entire vote of the anti-Republican element at a caucus held, he was requested to resign as a candidate, and William Lochren was substituted. While the latter polled the full strength of the Democratic members for a number of ballots, none of the majority could be persuaded to

forego their Republican allegiance. The supporters of Ramsey, and Davis finally agreed to withdraw their candidates, but there was no caucus nomination made. The balloting continued from day to day, with slight change, the Republican vote being divided between Gordon E. Cole, William D. Washburn (who showed the most strength), John S. Pillsbury, and S. J. R. McMillan. There were rumors of bribery in the air, but no evidence was ever produced to substantiate the fact. The anti-Republican members finally being convinced that they could not elect their caucus nominee, overtures were made to them through Morton S. Wilkinson, stating that he could influence Republican votes, for his election to the position. The rumors of this deal reached the Republicans on February 18 and Colonel Graves of Duluth, withdrew Washburn's name in favor of McMillan and in the four ballots taken that day McMillan's vote increased from 30 to 57; on the following day on the first ballot he received 82 votes, which lacked only one of the full Republican strength of the Legislature. This closed the most memorable election for United States Senator in Minnesota. The setting aside of Ramsey was not considered advantageous to the State.

Alexander Ramsey was to return to private life; but after a seclusion of four years he was again called to a public duty as Secretary of War in President Hayes's Cabinet, and during the years 1882 to 1886 he was chairman of the Utah Commission. But what of the young Governor whose Senatorial ambition was thus disappointed? Deciding he was too poor to accept a re-nomination for Governor, he returned to his law practice, from whence he was twelve years later summoned to serve his State and the country as one of the most distinguished members of the United States Senate.

Samuel James Renwick McMillan, was born at Brownsville Pennsylvania February 22, 1826. He completed his education at the Duquesne College, Pittsburg, and studied law in the office of Edwin M. Stanton, Secretary of War in President Lincoln's Cabinet. In 1849 he was admitted to the bar, three years later settled at Stillwater, came, however, to St. Paul in 1856. In

1857 he was elected Judge for the First Judicial District; from 1864 to 1874 was Associate Justice of the Supreme Court, and at the time of his election as Senator was Chief Justice. He was reelected United States Senator in 1887. He died in St. Paul, October 3, 1897. His career in the Senate was uneventful to the State.

The Seventeenth Legislature adjourned March 5, 1875. Amendments to the constitution had been passed relating to the judicial districts; and terms of office, the investment of funds from the sale of school lands; and permission of women to vote for school officers, and were sanctioned by the people at the election in November of that year. The last amendment is in this language: "The Legislature may, notwithstanding anything in this article (Article 7, Section 8) provide by law, that any woman at the age of twenty-one years and upward, may vote at any election held for the purpose of choosing any officers of schools, or upon any measure relating to schools, and may also provide that any such woman shall be eligible to hold office solely pertaining to the management of schools."

Chapter V.

ADMINISTRATION OF GOVERNER PILLSBURY.

STATE ELECTION OF 1875.

AT the Republican Convention held in 1875, John S. Pillsbury was the most prominent candidate for Governor, though there were followers of Dr. J. H. Stewart of St. Paul and ex-Governor Austin. Ex-Senator Ramsey, also Senators Windom and McMillan were strong supporters of Pillsbury who was nominated on the first formal ballot. Alphonso Barto, who declined a re-nomination for Lieutenant Governor, made way for James B. Wakefield, the Scandinavian succession in the office of Secretary of State was continued by the nomination of John S. Irgens, while Edwin W. Dyke, who had served only one term and a fraction, as Treasurer, gave place to a German, William Pfaender, George P. Wilson, Attorney General and O. P. Whitcomb, Auditor were renominated, the above were all elected.

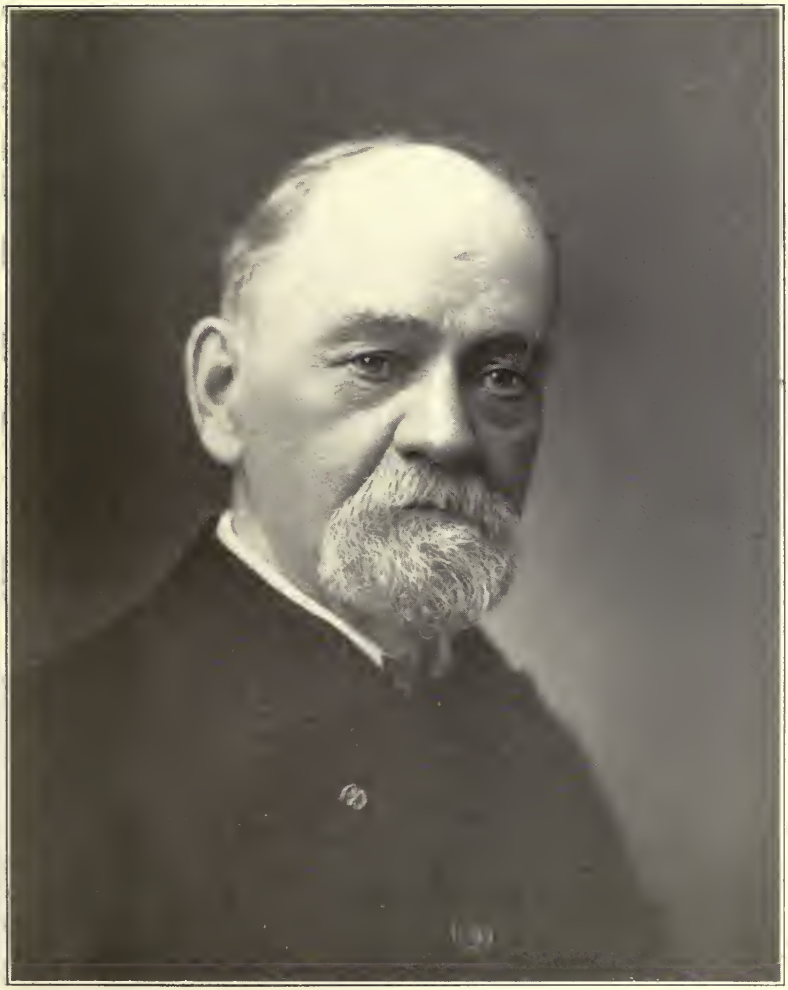
At the State election there were 84,017 votes polled. J. S. Pillsbury received 47,073. D. L. Buell, the Democratic candidate, 35,275 and R. F. Humiston, the Prohibition candidate, 1,699. The counties of Blue Earth, Hennepin, Martin, Mille Lacs, Mower and Rice that were carried in 1873 by the Democrats were regained by the Republicans by substantial majorities. Hennepin gave its favorite son a majority of over 2,000, while Houston, the home county of the Democratic candidate, demonstrated his popularity by going Democratic, the first time for over ten years. Ramsey gave Buell nearly 1,000 plurality. In

Waseca County, Pillsbury's plurality was only one, while Wright was fast becoming a Republican county as the Democrats carried it by only ten votes.

The election of John S. Pillsbury as Governor placed at the head of the State Government a man of executive ability, versed in legislative duties which in connection with his business experience thoroughly equipped him to cope with the questions of the day, and were of essential value in directing the fortunes and affairs of the commonwealth. That his administration of governmental affairs on a strictly business basis was satisfactory to his constituents, is evidenced by his three elections as Governor, being the only incumbent of that office to receive that honor.

Governor Pillsbury was a native of New Hampshire and first saw the light of day in the town of Sutton, on July 29, 1827. His educational advantages were limited to the common schools, at the age of sixteen he became a clerk at Warner in the general country store of his brother. After five years experience in the mercantile business, he formed a partnership which lasted two years, with Walter Harriman, afterwards Governor of New Hampshire. After the dissolution of this partnership young Pillsbury removed to the capital city of his native State, where for two years he carried on a merchant tailor and clothing business.

In 1853 he began a tour of observation throughout the western country locating finally at St. Anthony (now Minneapolis) two years later. Here he engaged in the hardware business, but a fire and the financial panic of 1857 caused him to suffer great losses, he, however, reorganized the business which eventually became the leading house in that line in the Northwest. His trade consisted largely of supplies for lumbermen and millwrights, which led to his becoming interested in these two branches of industry. Relinquishing his hardware business in 1875 he became actively engaged in logging and the manufacturing of lumber. Previous to this with his nephew, Charles A. Pillsbury, he established a flour milling firm, afterwards other members of his family became partners. This firm became one of the largest producers of flour in the United States. Their interests in 1890 were disposed of to an English syndicate.



J. S. Pillsbury

Governor Pillsbury not only possessed natural ability but inherited thrift and sagacity from his New England forefathers. His memory is endeared to the citizens of his adopted State by his noble private benefactions, given generously but unostentatiously. He was one of the few rich men who recognized the fact that the growth and prosperity of the country were the main factors in augmenting their accumulations, and therefore they should return benefactions for the encouragement of education and the physical comforts of those less fortunate in life's race for existence. His death in his adopted residential city, October 18, 1901, was mourned not only by his family and personal friends but by the citizens of the State.

EIGHTEENTH STATE LEGISLATURE.

The Eighteenth Legislature assembled January 4, 1876. In the Senate from the twenty even numbered districts, but four Senators had been re-elected C. A. Conkey in the second, Morton S. Wilkinson in the fourteenth, Ignatius Donnelly in the twentieth and Levi Butler in the twenty-sixth. J. P. West Senator from the Sixth District and J. V. Daniels from the tenth, were members of the preceding House of Representatives. The Eighth District sent William H. Yale, the sixteenth W. C. Williston, the twenty-eighth W. H. C. Folsom and the thirty-sixth Henry Poehler, who had been members of the Senate or House of Representatives. In the Twenty-fifth District a vacancy occurred owing to John S. Pillsbury's nomination for Governor, and John B. Gilfillan was elected to the seat. The Washington County Senator was Edward S. Brown of Stillwater. A native of Maine, he learned the trade of millwright, arriving at his majority he went to the Pacific slope and engaged in building mills. He came to St. Anthony in 1855 became interested in manufacturing and millwright business. He became a resident of Stillwater in 1873. The even numbered Ramsey County District elected James Smith, Jr., a native of Ohio, a resident of St. Paul since 1856. He was an able lawyer, interested in railroad enterprises being general manager and president of the

St. Paul and Duluth Railroad Company. He had been a member of the Senate of 1861, 1862, 1863.

The House of Representatives organized and re-elected William R. Kinyon, Speaker. Of the members fifteen had been re-elected. Among the members were John L. Gibbs, of Freeborn and Charles A. Gilman, of Stearns County who were to become Speakers of the House and Lieutenant Governors. Darwin S. Hall of Renville County and Solomon G. Comstock of Moorhead, became members of the Fifty-fifth Congress. C. B. Tirrell had been a member of the Fifteenth and Sixteenth Legislatures, and C. E. Cutts a member of the Senate. From Wabasha County came Samuel L. Campbell, a lawyer, born in Chenango County, New York, he came to Minnesota in 1855. In the Ramsey County delegation was Charles D. Gilfillan, a native of New Hartford, New York. He attended Hamilton College and in 1850 located in Missouri, the following year he came to Stillwater, read law and was admitted to the bar. He removed to St. Paul in 1854 where he engaged for some years in the practice of his profession. He became interested in furthering public enterprises and was the founder and owner of the St. Paul Water Works. He was a member of the House in the Legislature of 1865 and afterwards a member of the House for 1877 and of the Senate from 1878 to 1885, inclusive.

Governor Davis in his farewell message reviewed the reports of the State officials, and called attention to the increase in the gross earnings of railroads. He regretted that an amendment to the constitution empowering women to have the benefits of the elective franchise simply authorized the Legislature to grant it, and that he was prevented by law from appointing women as teachers in State institutions where their need was selfevident. He reported that the Board of Centennial Commission had been busy collecting a cabinet of the ores, minerals, fossils and building stones with specimens of forest trees and plants for exhibition and recommended an appropriation for the erection of a State building at the Centennial Exposition, to be held at Philadelphia, Pennsylvania. In a long argument at the conclusion of his message setting forth the history of the Minnesota State Rail-

road Bonds, he laments the State's inaction in not making some provisions for their redemption, claiming that the matter had been disregarded too long and that while some duties were alike onerous to States as well as men, that a higher rule of action should require that justice should be done.

Governor Pillsbury in his inaugural address spoke with pride of the vigorous commonwealth of 600,000 people equipped with all the appliances and comforts of civilized life; of solitary wastes that had been supplanted by illimitable grain fields; of the idle rivers that had been bound to myriad uses of productive industry; of the young State that upon her admission to the Union imported breadstuff and in the eighteenth year of her life was the first wheat State of the sisterhood; of the 2,000 miles of railroad now taxed to their utmost to carry off the surplus products.

He pointed to the danger there was in the increase of the debts of cities and towns and advised a retrenchment in public expenses. Though the legislative sessions were restricted to sixty days for the sake of economy he was in favor of having them contracted to forty days, even recommending the substitution of biennial for annual sessions. The discontinuence of the office of Railroad Commissioner was suggested or if continued, an enlargement of his duties. He advised that Minnesota should have as good an exhibit of her products and resources at the Centennial Exposition as her sister States, as an encouragement to immigration. He strongly advocated that capital crimes should be punished by death.

The Minnesota State Railroad Bonds received particular attention, he stated that they should be as speedily retired as possible by use of funds accumulating from the sale of the 500,000 acres of State lands. He made the statement that a State producing agricultural products of $50,000,000 yearly with taxable property of $220,000,000, demanded a prompt liquidation of just obligations as evidence of a due appreciation of the prosperity enjoyed.

In respect to railroad corporations, he considered them as purely creatures of the law and being recipients of the public

bounty their claim that they held title and control of the franchises and property in their charge under precisely the same tenure as that upon which private property is held, involves not merely an absurdity but a menace to the public weal. The State was a trustee between the grantors and the grantees of the munificient endowments which were the basis of State railroad construction and she could not, without being false to her trust, avoid exacting full compliance with the conditions both expressed and implied in grants to railroads.

The Legislature adjourned March 3, 1876. Of the 404 acts passed a large portion related to the powers and privileges of counties, towns and cities, or were amendments of existing statutes. Very few acts were of much general interest and importance. A general act was passed regulating organization of mining and manufacturing companies. Another provided for limited divorce; safety funds were authorized though not required to be created by fire insurance companies. Solitary imprisonment, except for prison discipline, was abolished. Two constitutional amendments were adopted and sanctioned by the people at the next general election, one giving the Governor the right to veto any item or items of appropriation of money, while he could approve of the other portions of the bill; the other gave the Governor the assigning of a Judge of the District Court to take the place of Judges of the Supreme Court if the latter were disqualified from serving. The bounty for the slaying of wolves was restored. Congress was memorialized for additional mail routes, for improvements for the Minnesota River and Red River of the North, for extending the time for the completion of the Northern Pacific Railroad, for cheaper transportation to the seaboard. The cities of Austin and New Ulm were incorporated. Under the general laws of 1875 a number of villages were incorporated, and by special laws Brownsdale and Grand Meadow.

The mooted question of the adjustment of the Minnesota State Railroad Bonds by a resolution in the Senate was referred to a special committee consisting of William Meighen, Levi Butler, W. H. C. Folsom, M. S. Wilkinson and J. E. Doughty. After holding several meetings they reported they were opposed

to taking any action in the matter, it will be thus seen that even the business suggestions of Governors Davis and Pillsbury that this vexed question involving the honor of the State should receive prompt attention, received but little consideration from the members of the Upper House of the Legislature.

The payment of the bonds was also made the subject of a special report by the State Baptist Convention. This body in a set of resolutions by a unanimous vote declared that the bonds were a legal and moral obligation against the State, that the charge of practical repudiation was sustained and that it was the religious duty of every Christian to do all in his power by his voice, vote and pen for the honorable settlement of the suspended State indebtedness.

PRESIDENTIAL ELECTION OF 1876.

The election in 1876 was the first appearance of the followers of the greenback craze as a National party. These wild enthusiasts of finance were opposed to the General Government's return to a specie basis, which in their opinion would result in a contraction of the currency that would cause disordered markets and fall in prices. This new political organization never gained many adherents in Minnesota. In the three Presidential elections in which its theories were an issue the support extended was meagre and in the State Congressional and Legislative elections their candidates received but a small percentage of the total vote cast. The party survived its organization ten years and while it upset in other States many political calculations it never wielded collectively any influence and strength in the history of Minnesota, it, however, advanced the aspirations of several members of the Republican party that catered to its doctrines.

In the National election of 1876 there was a feeling of dissatisfaction in some sections of the country towards the Republican party owing to the financial depression. There was a lack of confidence in business circles which resulted in a monetary stringency and the curtailing of credits; this condi-

tion, together with the development of certain irregular methods of administration in National affairs inspired a hope in Democratic circles of electing their Presidential candidate. In Minnesota, however, while the aggregate vote of the Democrats was larger, the percentage of the total was seven per cent less than it was in 1872. This was due to several causes, the constant increase of Scandinavian immigration, who as they became naturalized citizens, added to the strength of the Republican party, also, as above stated, the appearance of the Greenback party with a National ticket in the Presidential race. Rutherford B. Hayes received 72,955, Samuel J. Tilden 48,787 and Peter Cooper 2,319 votes. In the First Congressional District Mark H. Dunnell was reelected, receiving 26,010 votes to his Democratic opponent E. C. Stacy 16,065. In the Second District Horace B. Strait received 19,730 votes, there were cast for E. T. Wilder, the Democratic nominee, 14,990. In the Third District Dr. Jacob H. Stewart, Republican candidate, received 22,823 votes to 20,727 cast for William W. McNair. The newly elected member in the Third District to the Forty-fifth Congress, was born in Columbia County, New York, in 1829. He graduated from the University of New York in 1851, and commenced the practice of medicine at Peekskill, New York. In 1855 he removed to St. Paul and was elected a member of the State Senate in 1859. At the opening of the War of the Rebellion he was appointed surgeon of the First Minnesota Infantry and was taken prisoner at the First Battle of Bull Run. Dr. Stewart was mayor of St. Paul in 1864 and 1868, 1872, 1873 and 1874.

NINETEENTH STATE LEGISLATURE.

The Nineteenth Legislature convened January 2, 1877. There were twenty-six Republicans and fifteen Democrats in the Senate and seventy-seven Republicans and twenty-nine Democrats in the House. At the election the previous fall Thomas H. Armstrong, A. K. Finseth, Michael Doran, John B. Gilfillan, R. B. Langdon, C. H. Lienau, Knute Nelson and H. G.

Page had been reelected Senators. In the First District John McNelly succeeded J. H. Smith. The new Senator was a native of Ireland, emigrated to America in 1848 and settled in Minnesota in 1855. He was engaged in agricultural pursuits and had been a member of the House of Representatives in 1875 and 1876. Charles G. Edwards of Spring Valley, the member from the Third District, was a native of New York. He was connected with an Ohio regiment during the Civil War and was mustered out of service with the rank of Lieutenant Colonel. He was extensively engaged in farming and the development of creamery interests. Burr Deuel, from the Ninth District, was a former member of the Legislature. The Eleventh District was represented by Alonzo J. Edgerton, afterwards United States Senator; and the fifteenth by James McHench, a native of New York, who settled in Minnesota in 1856 and was afterwards a member of the Capitol Commission. The senator from the Twenty-first District was William Henry, born in Ireland in 1826, he came to the United States on becoming of age, and in 1854 settled at Belle Plaine. He was a member of the House of 1868, also of the Senate of 1869-1870. The Twenty-ninth District sent E. G. Swanstrom, a member of the House of 1873. From Stearns County came Colin Francis Macdonald of St. Cloud. He was born in St. Andrews, Nova Scotia in 1843, and came to Minnesota in 1850, engaging in newspaper work at Shakopee and St. Paul. In 1875 he purchased the St. Cloud *Times* which he now (1908) publishes as a daily and weekly.

The House of Representatives organized and elected John L. Gibbs of Geneva, Speaker. The presiding officer was a native of Bradford County, Pennsylvania. After graduating from Ann Arbor law school he settled in Minnesota in 1861 and the following year he was elected county attorney of Freeborn County; he also engaged in farming. He was a member of the House of 1864, 1865, 1876 and 1895.

Of the members of the House twenty-three had been reelected, but a number of those that were entitled to seats had represented their districts, in previous Legislatures. Among these

were Dr. J. M. Wheat of Lenora, Simeon P. Childs of Faribault County, C. P. Buck of Winona, John M. Gilman and Edmund Rice of St. Paul, Loren Fletcher and Albert R. Hall of Minneapolis, David Benson of Renville County and William T. Bonniwell of Hutchinson.

Governor Pillsbury in his annual message, after a retrospective review of the affairs of the State for the past year, dealt with the subjects of education, State finances, immigration, dishonored bonds, biennial sessions and other matters pertaining to the State government. In a joint convention William Windom by a vote of ninety-eight to thirty-six cast for Morton S. Wilkinson, was elected to succeed himself as United States Senator for the term ending March 4, 1883.

The Legislature adjourned March 2, 1877. In a cursory review of the laws enacted the following are worthy of mention. Appropriations were made to pay the expenses of the capture of the Northfield Bank robbers. The Protestant Episcopal Church was authorized to incorporate parishes. Several villages were incorporated under the general laws of 1875, and by special law the borough of Le Sueur and the village of Morristown were created. The following constitutional amendments which were approved by the people at the next election were passed. A Board of Canvassers was created consisting of the Secretary of State, two or more Judges of the Supreme Court and two disinterested Judges of the District Courts who were to open election returns and declare the results. Another provided for biennial sessions of the Legislature, no session to exceed the term of sixty days. There was to be an entire new election of all Senators and Representatives in 1878; the Representatives to be chosen for two years except to fill a vacancy; the Senators of the odd numbered districts to go out of office at the expiration of the second year, and the Senators in districts designated by even numbers to be elected for four years; thereafter Senators were to be chosen for four years, except there was to be an entire new election succeeding each new apportionment.

Numerous petitions having been received from holders of the Minnesota State Railroad Bonds asking adjustment of their

claims, the Legislature, by a resolution subject to vote of the people, empowered the Governor, Attorney General and Auditor, as a commission to prepare bonds of $1,000 denomination dated July 1, 1877, payable in 30 years and redeemable in 20 years, with six per cent interest, payable semi-annually, and when the bonds are surrendered for exchange, the commission shall cause to be executed for issue equal to $1,750 of new six per cent bonds for each Minnesota State Railroad Bond so surrendered, and for each bond having attached thirty-five or more half yearly due coupons, and all others coupons pertaining to such bond not due on July 1, 1877, the commissioners were to deliver to the party so surrendering a coupon bond of $1,500, but for less than thirty-five past due coupons with any bond the exchange was to be reduced ratable for missing coupons. This proposition however was not sanctioned by the people by a vote of 17,324 yeas to 59,176 nays.

A report of a referee was received stating that there was no cause of action in the State case against the late Auditor Charles McIlrath for misappropriation of funds received from the sale of timber from the State lands and a request of the defendant asking for relief for expenses incurred on account of such action was indefinitely postponed. On February 27 devotional services were conducted by Rev. Henry Ward Beecher at the morning session of the House of Representatives.

Chapter VI.

ADMINISTRATION OF GOVERNOR PILLSBURY.

THE ELECTION OF 1877.

THERE was no opposition to the renomination of Governor Pillsbury in the Republican Convention of 1877. The Democrats nominated William L. Banning, a banker of St. Paul, the Prohibitionists nominated Rev. A. Willey for Governor, at the head of the Greenback ticket was William Meighen. The result of the State election was for Pillsbury 57,071, Banning 39,147 Meighen 2,396, and Willey 1,431. The Republican State officials were reelected. The counties of Carver, Houston and Wright that were carried by the Democrats at the last State election were again placed in the Republican column. Mille Lacs became Democratic and in Waseca a majority of one was increased to 222, but in all the Democratic counties, except Scott, the pluralities were greatly reduced, Ramsey's being only 172, Morrison nine and Wabasha ten.

TWENTIETH STATE LEGISLATURE.

The Twentieth Legislature assembled January 8, 1878. In the Senate Ignatius Donnelly had been reelected while J. M. Wheat of the Second District, William T. Bonniwell of the thirty-sixth and Christopher H. Smith of the Thirty-eighth District were members of the preceding House of Representatives. Mr. Bonniwell was a native of New York City, who settled in Minnesota in 1866. Mr. Smith was born in Weston, Vermont.

After receiving an academic education he removed to Ohio, where he remained three years, when he came to Wisconsin, spending his time in farming and teaching school, he was also county clerk and treasurer of Richland County. He came to Windom in 1872 and became treasurer of Cottonwood County. He was afterwards receiver of the land office at Worthington and State Insurance Commissioner. T. B. Clement, Senator from the Eighteenth District and T. G. Mealy from the thirty-second, and Charles D. Gilfillan from the Twenty-fourth District, had been members of the House. The Twenty-sixth District sent Charles A. Pillsbury, born in Warner, New Hampshire, he graduated from Dartmouth College and came to Minneapolis in 1869, where he founded, in connection with his uncle, John S. Pillsbury, the largest flouring mills in the world. The Forty-fourth District had been represented since 1875 by Henry G. Page, a native of New Hampshire, who located at Fergus Falls in 1870 and was engaged in banking and the manufacture of flour.

The House of Representatives organized by the choice of Charles A. Gilman, as Speaker. Mr. Gilman was born at Gilmanton, New Hampshire, January 9, 1833. He was raised on a farm, and educated at Gilmanton Academy. He located at Sauk Rapids in 1855 and was register of deeds and auditor of Benton County. He became a resident of St. Cloud in 1861, where he now resides (1908), and was appointed to a Government position in the land office. He was State Senator and Representative from 1875 to 1879, when he was elected Lieutenant Governor, serving until 1887, making in all nine years he was either presiding officer of the Senate or the House of Representatives. Governor Gilman was admitted to the bar and practiced law for a few years. He was appointed State Librarian in 1894, which position he held until 1899.

There were sixteen members of the House that had been reelected. J. P. West represented his district in the Senate in the preceding session. Dwight M. Sabin, Nathan Richardson and Nathan Warner had represented their district in former Legislatures. Two members of the House afterwards became Judges of the District Courts. Henry G. Hicks and James C. Edson.

The former was a native of Wyoming County, New York, and while attending Oberlin College enlisted in an Illinois regiment, after the war he settled at Minneapolis, was admitted to the bar in 1875, being elected to the House two years later and served for four consecutive terms. He was appointed one of the Judges of the Fourth District in 1887 and elected for a full term at the following State election. Judge Edson was born at Edson's Corner, Otsego County, New York, studied law in Wisconsin and admitted in 1855 to the bar in that State. He came to Glencoe in 1860, enlisted in the Fourth Minnesota Infantry, and was mustered out of service as Lieutenant Colonel of that regiment. He was appointed Judge of the Eighth District in 1886 and elected to the office in 1888, but died before the completion of his term.

From the strongest Republican county in the State came an old time Democrat, William Colvill, of Red Wing. Of Scotch descent on his father's side and Irish on his mother's, his ancestors had participated in the American Revolution. He was born in Chautauqua County, New York, read law in the offices of Millard Fillmore and Solomon L. Haven of Buffalo, and was admitted to the bar in 1851. He became a resident of Red Wing in 1854 and the following year established the Red Wing *Sentinel,* a Democratic paper, which he conducted until the breaking out of the Civil War. He enlisted as Captain in the First Minnesota Infantry and was promoted for gallantry to the Colonelcy of the regiment and finally mustered out of the service by reason of wounds, with the brevet rank of Brigadier General. General Colvill was elected Attorney General of the State in 1865, and was appointed register of the land office at Duluth by President Cleveland.

In his third annual communication Governor Pillsbury reiterated his old alarm of debt and extravagances to be remedied by retrenchment. He urged reform to do away with all false attractions and appearances; cautioned poor counties and townships not to burden themselves with debt for the sake of visionary railroad schemes, also recommended a cash system of doing business and prompt payment of just debt. He advocated the ap-

pointment of a public examiner as a check against malfeasance in office and a prevention of embezzlements. Though inquiries and safeguards were suggested of State banks that were made custodians of county and town funds and a revision of the laws relating to financial corporations.

He regretted that the people had by their vote rejected measures proposed by the last Legislature for the retirement of the dishonored bonds of the State. He called attention to the Paris Exposition and advised that a proper representation of the products of the State should be exhibited. He desired that a Board of Pardons be created to act on prisoners' applications Grasshopper bounty, locust raids, diversified farming, navigation and manufacturing were also subjects of his message.

The Legislature adjourned March 8, 1878. The most important proceeding of the session was the unsuccessful attempt to impeach Sherman Page, the first judge elected in the Tenth District. Judge Page was a Vermonter by birth, and had previously lived in Lancaster, Wisconsin and came from Decorah, Iowa, to Mower County in 1867. He had been elected to the Senate of 1872 and 1873, but resigned to accept the position of District Judge in the latter year. In his personal appearance he was a well built, strong man, of dignified appearance, a forcible and pleasant speaker, a sarcastic and vigorous writer.

The complaint for impeachment which consisted of twenty charges was made by a number of citizens of Mower County, who were represented by W. P. Clough as counsel. The proceedings were devoid of all partisanship, as the accused, and a majority of the complainants as well as the Senate and the House were members of the Republican party, it had for its foundation, however, the personal unpopularity of Judge Page, which had existed for several years. The articles of impeachment passed the House by a vote of seventy-one ayes to thirty nays, and S. L. Campbell, W. H. Mead, Charles A. Gilman, J. P. West, F. C. Morse, Henry Hinds and W. H. Feller were appointed to conduct the trial before the Senate. The defendant was represented by Cushman K. Davis, of St. Paul, J. W. Losey, of La Crosse, Wisconsin, and J. A. Lovely, of Albert Lea. On the sixth of March the Senate organized as a

court of impeachment, adjourning two days later to re-assemble May 22. In a majority of the twenty charges for misconduct and arrogance in performing the duties of a judge, there was no sufficient evidence produced and therefore they were not proven. The Senate on June 28 failed to convict on the main charges by a vote of twenty-three guilty to eighteen not guilty, which lacked five votes of the two-thirds required for conviction. Judge Page was defeated at the next general election for the judgeship, and after practicing law at Austin for a short time removed to California.

Of the 420 acts passed at the session, less than one hundred were general laws, among the latter was an act providing that stockholders of manufacturing and mechanical corporations should be personally liable for debts to the amount of their stock. By another act habitual drunkenness was made a cause for the removal of any occupant from a public office. The office of Public Examiner, at a salary of $3,500, was created, the appointment to be made by the Governor. The State statutes were to be compiled and revised and a codification of the tax law made. The cities of Albert Lea, Hastings, and Anoka were incorporated. By general law of 1875 a number of villages became incorporated. By special law Claremont, Dundas, Lakeville, Montgomery, Rush City and Waterville were organized as villages. The consolidation of Minneapolis and St. Anthony was perfected, an important epoch in the history of the former city. Special amendments to the charters of Lanesboro and Dodge Center were passed.

On January 9, 1878, Ignatius Donnelly introduced into the Senate a resolution providing that Senators and Representatives in Congress from Minnesota, be instructed to support by their votes and influence, the bill then pending in the United States Senate known as the "Bland Silver Bill." They were also requested to oppose all amendments to that bill, which would prevent silver coin of the standard use in 1870, from becoming full legal tender for all debts public and private in the United States.

Senator Doran on the same day presented a resolution, that "Senators and Representatives, representing Minnesota in Con-

gress, are hereby instructed and requested to favor the passage of a law, repealing the Act of Congress to resume specie payment on or before January 1, 1879."

These resolutions were made a special order and were taken up January 16. Amendments were offered by Senators Edwards and Gilfillan limiting the amount to be coined to $10,000,000 a year, and to be legal tender only to the extent of $100, and that the Federal Government should agree to make silver coined into money exchangeable for gold at the pleasure of the holder.

The original resolutions with amendments were referred to the Committee of Finance, to report the following day, this they did without submitting any recommendations. A vote was taken on Mr. Gilfillan's amendment, for the interchange of silver for gold at the pleasure of the holder, and was lost. Mr. Edwards thereupon withdrew his amendment to limit the coinage, and the following substitute was offered by Mr. Edgerton, for Mr. Donnelly's original resolution. "That our Senators and Representatives in Congress be requested to vote for a bill repealing the Act of February 12, 1873, demonetizing silver." This was carried by a vote of thirty-four years to three nays. Senators C. D. Gilfillan, Morton and Remore voting in the negative. Senators McClure, John B. Gilfillan, Bonniwell and Smith either absent or not voting.

Mr. Doran's resolution was referred to the Committee on Federal Relations, from whence it was not reported. The substitute of Senator Edgerton was passed by the House by a vote of fifty-five yeas to forty-one nays.

The mooted question of the redemption of the Minnesota State Railroad Bonds was again before the Legislature; an act was passed for the exchange of the bonds for the 500,000 acres of State lands by dividing the latter proportionately among the holders of the dishonored bonds, precedence being given in the choice of lands in the order in which the bonds were filed for redemption. The people, however, by a vote of Yes 26,311 to No 45,669, failed to sanction this act.

CONGRESSIONAL ELECTION OF 1878.

In the Congressional election held in 1878 Mark H. Dunnell in the First District defeated his Democratic opponent, William Meighen by a vote of 18,613 to 12,845. In the Second District Henry Poehler, the Democratic candidate, defeated Horace B. Strait by a vote of 14,467 to 13,743. In the Third District William D. Washburn, the Republican nominee, received 20,942 votes while there were polled for the Democratic candidate, Ignatius Donnelly 17,929. Henry Poehler the first Democratic Congressman to be elected in Minnesota since 1869, was born at Detmold, Germany, and at the age of fifteen he came to America. After living some time in Iowa he removed to Minnesota settling at Henderson.

TWENTY-FIRST STATE LEGISLATURE.

The twenty-first, the last annual session of the Legislature assembled January 7, 1879. Its political classification was as follows: Senate, twenty-one Republicans, seventeen Democrats, two Greenbackers, and one Prohibitionist. House, sixty-seven Republicans, thirty-three Democrats, four Greenbackers, and one Independent. In the Senate in the odd numbered districts Michael Doran, J. B. Gilfillan, E. G. Swanstrom, Colin F. Macdonald had been re-elected. Former Senators D. L. Buell, H. W. Hill, C. E. Cutts, again represented their districts. While the following former members of the House of Representatives; were elected; P. H. Rahilly, Henry Hinds, A. C. Wedge, J. H. Reaney, W. H. Mills, K. H. Helling and Andrew McCrea. new Senators from the even numbered districts: W. H. Officer succeeded G. W. Clough in the Fourth District; R. B. Johnson was elected in the sixth, C. F. Buck, of Winona, a former Senator, represented the eighth; and W. W. Wilkins the Twelfth District; Daniel Buck, a Democrat, also member of the House of Representatives of 1866, represented the Fourteenth District. From the Sixteenth District came Horace B. Wilson, a native of

Maine, a graduate of Maine Wesleyan Seminary. After a residence in Ohio and Indiana he removed to Red Wing and for four years was professor of mathematics, natural science and civil engineering at Hamline University. He was a Captain in the Sixth Minnesota Infantry during the Civil War. He held the office of State Superintendent of Schools five years, was also a member of the House of Representatives of 1877 and served from 1879 to 1881, inclusive, in the Senate.

The Senator from the Twentieth District, Charles Powell Adams, succeeded Ignatius Donnelly. Senator Adams was a member of the medical fraternity, a native of Pennsylvania and came to Minnesota in 1854. He was a member of the Territorial Legislature in 1857. During the Civil War he served as Captain, Major and Lieutenant Colonel of the First Minnesota Infantry and was brevetted Brigadier General. In the expedition against the Sioux he commanded the Independent Battalion of Minnesota Cavalry. Later, he practiced medicine at Hastings, of which city he was mayor, where he died November 2, 1893.

From the Twenty-second District came J. N. Castle, of Stillwater, afterwards a Member of Congress. J. Simmons represented the thirtieth and H. C. Miller the Thirty-fourth District. From the Thirty-eighth District came Alfred D. Perkins, born in Erie County, New York, reaching the age of maturity he came to Windom. He was Senator from 1879 to 1882, was appointed Judge of the Thirteenth Judical District in 1885 and elected the following year. The Thirteenth District was represented by S. B. Williams, a Prohibitionist. The twenty-seventh by Eugene M. Wilson, of Minneapolis, a member of the Forty-first Congress. The member from the forty-first was Andrew McCrea, a native of New Brunswick, who came to Minnesota in 1854, removed to Stearns County in 1858 and to Otter Tail County in 1872, residing in the town of Perham. He was a member of the Legislature of 1877 and 1878, and of the Senate from 1879 to 1882, inclusive.

The House of Representatives organized and unanimously reelected Charles A. Gilman, Speaker. There were nineteen members who had been reelected and twenty-five who had repre-

Daniel Buck

sented their districts in former Legislatures, prominent among the latter were James Smith, Jr., of St., Paul; Jared Benson, of Anoka; A. M. Fridley, from the Thirteenth District; Luthur L. Baxter, from the thirty-third; and Solomon G. Comstock, of Moorehead. One of the Representatives from the Thirty-seventh District was Gorham Powers, a native of Maine; he settled in Minnesota in 1866; after practicing law at Minneapolis two years he located at Granite Falls. He was appointed Judge of the Twelfth District in 1890, elected the same year and has held the position (1908) ever since.

Governor Pillsbury, in his message, congratulated the people at the commencement of its twenty-one years of existence as a State that its career has been marked by constant and unsurpassed growth. He called attention to the practical changes that will be necessary in the several branches of government owing to the adoption of the constitutional amendment by the people calling for biennial sessions of the Legislature. The non-adjustment of the Minnesota State Railroad Bonds was regretted and attention is called to the improvement of lake harbors. The failure of the Legislature to make a new apportionment of the State after the census of 1875 had been taken, was deemed by him an act of injustice to the frontier counties and he suggested a prompt apportionment should follow the Federal census of 1880.

The Legislature adjourned March 7, 1879, and though nearly 600 bills had been presented to the Governor for his approval, a very few important general laws were passed. Beltrami, Norman, Kittson, Marshall and Pipestone Counties were organized. The Farmers' Board of Trade was established, the membership to consist of one farmer for each Judicial District, appointed by the Judge of that District Court, the person selected could not be an incumbent of any State office, or connected in any way with banking, moneyed, or saving situation, nor a corporation created by law, nor with any association which had for its object the buying and selling of produce. The name and title of the board thus created was to be The Farmers' Board of Trade of the State of Minnesota. It was to have supervision over the agricultural interests of the State and to make statistical reports and sugges-

tions to the Legislature for the protection of the entire agricultural products. The sum of $1,500 was appropriated for the expenses of the board.

The city of Crookston, the villages of Blue Earth, and Dundas were incorporated by special laws. Morristown's act of incorporation was repealed and a new one granted by special legislation. A constitutional amendment, which was subsequently adopted by the people, was passed that all counties, cities and towns were prohibited from issuing bonds in aid of railroad construction in excess of five per cent (it was formerly ten per cent) of the valuation of the taxable property.

Chapter VII.

ADMINISTRATION OF GOVERNOR PILLSBURY.

STATE ELECTION OF 1879.

THE State election of 1879 presented to the citizens of the State no new features and was devoid of any exciting events. While there was some opposition among Republicans to the nomination of Governor Pillsbury for a third term, the consensus of opinion was in his favor. The Democrats presented as their candidate Edmund Rice, a representative of the pioneer element and one who had been among the foremost in promoting the advancement of the State. The vote cast was for John S. Pillsbury, 57,524; Edmund Rice, 41,844; William Meighen, the Greenback candidate, 4,264; W. W. Satterlee, Prohibitionist candidate, 2,868. Pillsbury's majority, 8,548.

The following Republican officials were elected. Fred Von Baumbach, Secretary of State; Charles Kittleson, Treasurer; O. Whitcomb, Auditor; and Charles M. Start, Attorney General, the latter resigned in 1881 to become Judge of the Third Judicial District and W. J. Hahn was appointed his successor.

In a brief analysis of the vote nineteen of the counties went Democratic, the twelve counties carried by that party in 1877 gave increased majorities while Brown, Carlton, Carver, Pine, Stevens, and Washington, that were Republican in 1877 were placed in the Democratic column. The newly organized county of Marshall went twenty-two for Rice, nine for Pillsbury, the Ramsey County vote was, Rice, 3,318; Pillsbury, 1,098.

PRESIDENTIAL CAMPAIGN OF 1880.

In the Presidential campaign of 1880 the prominent question was tariff reform; the Democratic party inserted in their platform their old war cry "Tariff for revenue only," the Republican declaration was "Duties levied for the purpose of revenue should discriminate so as to favor American labor." The Republicans attacked the Democratic phrase "Tariff for revenue only," claiming it meant the destruction of the "home market," the shutting down of American manufactories, the idleness of American laboring men, the reign of pauper labor, the end of prosperity. The Democrats had selected for their candidate a splendid soldier but somewhat inexperienced in civil matters. The glamor of his splendid military career doubtless strengthened their ticket, but his unfortunate remark in the early part of the campaign that "tariff was a local issue" did not advance his cause as a Presidential candidate.

A majority of delegates in the State Convention held for choosing delegates to the National Republican Presidential Convention were opposed to a third term for General Grant; they favored William Windom for President with James G. Blaine for second choice. Though the delegation loyally supported Senator Windom for twenty-eight ballots, he, however, never received but ten votes in the convention.

There was apathy in relation to National affairs in Minnesota. Her manufactures, with the exception of lumber, were not effected by the tariff nor was her production of wool of enough value to interest her agriculturists, as to whether that article was taxed or free. Therefore the Presidential candidates received the full vote of their respective parties, there being cast for James A. Garfield, 93,903; Winfield S. Hancock, 53,315; James B. Weaver, the Greenback candidate, 3,267; and for Neal Dow, the Prohibition candidate, 286 votes.

In the First District Mark H. Dunnell was elected to Congress receiving 22,392 votes to 13,768 given Henry R. Wells, his Democratic opponent; W. G. Ward, an independent Republican

William Wilson

received 7,656 votes. In the Second District the Republicans were successful in electing Horace B. Strait by a vote of 24,588 to 18,707 cast for Henry Poehler. In the Third District the Democrats nominated Henry H. Sibley but he was defeated by William D. Washburn, the vote being 36,428 for the latter to 23,804 for the former.

TWENTY-SECOND STATE LEGISLATURE.

The twenty-second and the first biennial session of the Legislature assembled January 4, 1881. In the Senate there were twenty-nine Republicans, eleven Democrats, and one Greenbacker; in the House eighty-six Republicans, sixteen Democrats and four Greenbackers. In the Senate C. S. Powers, A. C. Wedge, Henry Hinds, J. B. Gilfillan, C. F. Macdonald, and Andrew McCrea had been reelected. S. S. Beman, Milo White, R. B. Langdon were former Senators, while James G. Lawrence, William Crooks and William M. Campbell had been members of the House of Representatives. Mr. Crooks was a native of New York City and attended the West Point Academy, where he learned the profession of civil engineer. He came to St. Paul in 1857 as chief engineer of the St. Paul and Pacific Railroad, and was engaged in railroad work until 1862 when he became Colonel of the Sixth Minnesota Infantry. He resigned after two years of service and again became interested in railroad construction. William M. Campbell was a native of Philadelphia and settled at Litchfield.

The House of Representatives organized and elected Loren Fletcher, of Minneapolis, Speaker. There were twenty-four members reelected, the Washington County district again sent Dwight M. Sabin, of Stillwater; from Ramsey County came John B. Sanborn, of St. Paul; from Olmsted County, J. V. Daniels, of Rochester, and from Winona County Thomas Wilson. The latter was born in Tyrone County, Ireland, in 1827, received his education in this country, graduating in 1852 at the Meadville College, Meadville, Pennsylvania. He was admitted to the bar three years later and came to Winona where he became a

member of a law firm. He was a member of the Republican wing of the Constitutional Convention. In 1864 he was appointed Associate Justice of the Supreme Court, the following year he was elected Chief Justice for seven years, he, however, resigned in 1869 to resume his law practice. He served in the State Senate from 1883 to 1886, inclusive, and was elected as a Democrat to the Fiftieth Congress. He is (1908) the general counsel for the Chicago, St. Paul, Minneapolis and Omaha Railroad.

The Governor in his message devotes the major part of it to a strong appeal for recognition and payment of the Minnesota State Railroad Bonds. He said:

The fact that the principal of these bonds will become due so soon after the next regular session that too little time thereafter will be left to provide for meeting them, invests the subject at this time with new importance, and renders the prompt and final adjustment of this long-standing indebtedness a matter of solemn and imperative duty. However good citizens may honestly differ as to the nature and force of the obligation represented by these bonds, the absolute necessity that some kind of disposition should be made of outstanding paper bearing the sovereign pledge and attestation of our State, will be conceded by all. Without questioning the sincerity of those who oppose full payment of the debt, it is difficult to see why there should be serious differences among honorable parties where the essential conditions of the contract are undeniable.

That the original proposition was amply discussed, deliberately adopted, and overwhelmingly endorsed by the people, is a matter of record. That the railroad companies faithfully performed their part of the contract so far as to entitle them to the bonds conditioned upon such performance, is attested by the sworn statements of official inspectors, as well as the high character of the faithful executive by whom full compliance was exacted. That the taking possession of the property and franchises of the companies obliges the State to pay the bonds is beyond question, since she acquired such property and franchises upon that sole condition; while the sole justification and purpose of such acquisition was reimbursement to the State, for payment by the State. These, it seems clear to me, include all the considerations that need be embraced for an honorable settlement up the legal aspects of the question. When to this is added the unquestionable fact that our magnificent railroad system of today is largely due to the early labor performed upon the trunk lines for which these bonds were

issued, there can be little need of more words to establish the justice of this claim upon the State. * * *

The State having chosen foreclosure as her remedy, and disposed of the property thus acquired unconditionally as her own, the conclusion seems to me irresistible that she assumed the payment of the debt resting upon such property, by every principle of law and equity. The liability having been voluntarily assumed, whether it was wisely created or not, is foreign to the present question. It is certain that the obligations were fairly given, for which consideration was fairly received; and the State having seized the railroad property and franchises to indemnify her for payment of the bonds, it is difficult to see what possible justification there can be for her refusal to make such payment.

The discharge is demanded as a simple act of justice, which would be none the less imperative were it to involve serious sacrifices. But these are not required. The task is plain and easy and level to the simplest comprehension. The half million acres of lands, as if Fortune would lure us from dishonor, can be so advantageously employed in this direction that scarcely an appreciable increase of taxation would be required to liquidate the debt. Indeed, the exhibit of the State Auditor shows that, with a wise use of these lands, this can be accomplished at the present rate of taxation without any increase of taxation. There would thus seem to be every incentive to favorable action, and none for shrinking from a duty so clear and imperative. * * *

Minnesota has, in most respects, a proud place among the States of the Union. She has evinced her patriotism in war and her wisdom in peace. She has shown more financial sagacity and concern for the National credit than older and wealthier States of which more was expected. She has been permitted to grow in prosperity and power. There are everywhere within her broad limits, progress, order, thrift and contentment. All industries prosper, and all interests point to a glorious future. Only this dishonored debt dims the bright promises of her proud career. But it meets her at every turn. In every civilized community her citizens are shamed with the scathing taunt of repudiation.

This excerpt from the message of Governor Pillsbury fully expressed and defined his position during his public life both as a Senator and Governor. His earnest purpose was to remove from his adopted State what he considered to be the stigma of repudiation. In this purpose he was always supported by a large element of the people of the State, but a majority had heretofore disapproved all propositions submitted for a settlement of the vexed question.

On January 19, 1881, Samuel J. R. McMillan was reelected United States Senator. The Legislature adjourned March 4, 1881. Four constitutional amendments were passed to be submitted to the people at the next general election. One prohibited special legislation on a variety of subjects classified in the act and required the Legislature to enact general laws under which all these matters may be disposed of by the courts or county and municipal authorities.

Another amendment is chiefly of interest to cities; it provides for the levying of an annual tax on all lands fronting the water mains or pipes laid down by the city for supplying the citizens with water. The constitutional limit of the session of the Legislature, by another amendment, was to be changed so that every member was to receive five dollars a day, which was not to exceed $450 at a regular session and $200 at a special session.

The most important amendment was the disposition of the funds accruing from the sale of the swamp lands of the State, one-half of which was appropriated to the common school fund and the other half to the charitable and educational institutions in ratio of the cost of their support. These amendments, with the exception of that pertaining to sessions of the Legislature, were sanctioned by the people. Moorhead, Ortonville and Waseca were incorporated as cities. There were twenty-five villages incorporated under general law and Ada, Alexandria, Bird Island, Duluth, Elk River, Fergus Falls, Glyndon, Hancock, Hutchinson, Melrose, Murdoch, Norwood, Perham, Pine City, Red Lake Falls, St. Vincent and White Bear by special legislation.

The Legislature having received a proposition from Selah Chamberlain and others in behalf of the holders of the Minnesota State Railroad Bonds, offering to accept new bonds for one-half the amount of the old bonds held by them on March 2, 1881, passed an act for the purpose of effecting a settlement upon this basis. This was the fifth attempt made for an adjustment of the bonds, and the act provided that it was not to be submitted to the people for their approval, until a tribunal of five judges decided that the constitutional amendment that no law for payment of the principal and interest of these bonds should take effect until approved by the people, was valid.

The Governor was empowered to appoint this tribunal and as the Supreme Court Judges declined to serve it was composed wholly of District Judges. The court was ordered to convene on March 22, 1881, and held various sessions during the summer; on September 9 they decided that the act was void for the reason that it delegated legislative powers to the tribunal whereas the Legislature itself should have taken the responsibility for deciding on the validity of the amendment. The court further held that the amendment of 1860 was invalid as it contravened a clause of the Federal Constitution which prohibits any State from impairing the obligation of contracts, also that requirements that all acts on the subject should be submitted to the people affected not only the remedy but the obligation.

By the apportionment act of 1881 the State was divided into forty-seven legislative districts, the whole number of Senators was forty-seven, the Representatives one hundred and three, making on joint ballot one hundred and fifty; the State was also divided into five Congressional Districts, Minnesota being, by the Federal Census of 1880, entitled to two additional Representatives in Congress.

POLITICAL CAMPAIGN OF 1881.

In the fall of 1881 the Republicans and Democrats held conventions to nominate candidates for State offices. In the platform adopted by the former, the sound business ability of Governor Pillsbury's administrations was commended; the brilliant financial policy of the National treasury by a son of Minnesota was referred to in terms of praise; the assassination of President Garfield was deplored, and cordial, considerate and united support extended to his successor. The candidates before the convention were John S. Pillsbury, Lucius F. Hubbard, Clark W. Thompson, of Faribault County; T. B. Clement, of Rice County; and Andrew R. McGill. There was a great opposition to Governor Pillsbury; while many had not favored even a third term it was a universal cry that electing a Governor for four terms would establish a dangerous precedent. It soon became mani-

fest that it was Hubbard against he field and upon balloting taking place he was nominated on the first ballot, receiving 160 votes; Pillsbury 51, McGill 47, Thompson 21, Clement 18 and scattering 9.

The Democrats in their platform expressed sincere grief for the untimely death of President Garfield. The doctrine of repudiation announced by the Republican party was declared to be abhorrent to Democracy and the party was pledged to meet all obligations with honor and promptness. The ignoring of any allusions to the settlement of the Minnesota State Railroad Bonds by the Republican Convention was condemned and the hope expressed that the Legislature would soon assemble in special session and solve the problem.

The convention nominated General Richard W. Johnson; the candidates of both parties had earned honor and distinction in the Civil War, one as a civilian soldier, the other as a graduate of West Point, and both had been promoted for gallant services performed on the field of battle. General Johnson was born in Smithland, Kentucky, February 7, 1827. He entered the regular army in 1849, and was engaged in wars with the Comanche Indians, also was with an expedition under Major Thomas in Texas. During the Civil War he took part in General Patterson's Shenandoah Campaign, afterwards with General Anderson's army before Louisville, and was defeated by Morgan's cavalry and taken prisoner. After being exchanged he commanded a division under General Thomas; later he was in the Georgia campaign, also with the Fourteenth Corps of the Army of the Cumberland. General Johnson was severely wounded at the Battle of New Hope Church, and being relieved from active field work he was appointed by General Sherman, Chief of Cavalry of the Military Division of the Mississippi and ordered to Nashville. In the last year of the war he commanded a division of cavalry and was officially commended by General Thomas for his operations at the Battle of Nashville. He was retired with rank of Major General, October 12, 1867. After his retirement from the army he was professor of military science at the Missouri State University in 1868-1869 and at the University of Minnesota 1869-1871. He died at St. Paul April 21, 1897.

EXTRA SESSION OF THE LEGISLATURE.

The decision of the tribunal having left the question of the liquidation of the Minnesota State Railroad Bonds with the Legislature, Governor Pillsbury accordingly called an extra session which convened October 11, 1881. In his message the Governor stated that his individual preference was that every dollar represented by the Minnesota State Railroad Bonds should be paid in full, principal and interest, but inasmuch as the holders of the bonds had proposed an adjustment on favorable terms, a compromise would not necessarily tarnish the good name of the State.

The practical question was whether $4,000,000 could be saved to the State without the loss of honor or incur the reproach of repudiation. The holders of $2,000,000 of the whole issue of $2,275,000 had deposited their bonds with the State Auditor with a written agreement expressing their willingness to take fifty cents on a dollar for the amount of their claims. He also notified the Legislature that by a decision of the Supreme Court the holders of the bonds were entitled to interest on interest coupons past due, which would make the total debt amount to $8,200,000 on December 1, 1881, and suggested that the Legislature should prepare an act to be submitted to the people that the proceeds accruing from the sale of the internal improvement lands, should be devoted to the payment of the new adjustment bonds issued for the redemption of the old bonds.

The Legislature was in session thirty-nine days and by an act passed November 4, 1881, the Governor and State Auditor were authorized to prepare a new bond to be styled the Minnesota State Railroad Adjustment Bonds, payable after ten years and not more than thirty years from July 1, 1881, and to bear interest at a rate not higher than five per cent. For the par value of the principal and interest of an old bond, a new one was to be issued for half the amount. In accordance with this act inside of a year there were 2,232 bonds of $1,000 each of the Minnesota State Railroad Bonds redeemed and in settlement of

same $4,253,000 of 4½ per cent of the new bonds issued. The act of the Legislature applying the moneys of the internal improvement lands fund for payment of the principal and interest of the new adjustment bonds was sanctioned by the people by a vote of 31,011 in favor to 13,589 against.

The Legislature also provided for the organization of Kanabec County and the establishment of Norman County. Laws were passed for the assessment and taxation of telegraph and telephone lines; for the uniform taxation of mining property and products.

The Governor appointed on March 14, 1881, Alonzo J. Edgerton, United States Senator to fill a vacancy caused by he resignation of Senator Windom, who had been made Secretary of the Treasury in President Garfield's Cabinet. Senator Edgerton was born at Rome, New York, June 7, 1827. He graduated at Wesleyan University, studied law and after being admitted to the bar removed to Dodge County, Minnesota, in 1855 to commence practicing his profession. He was a member of the State Senate of 1858 and 1860, also in 1877 and 1878. In 1862 he enlisted in the Union Army and was Captain in the Tenth Minnesota Infantry, in 1864 he was promoted to the Colonelcy of the Sixty-fifth United States Colored Infantry. Colonel Edgerton was mustered out of the service in 1867, having been brevetted Brigadier General. Secretary Windom having resigned from the Cabinet after the assassination of President Garfield, he became a candidate to succeed himself as Senator, General Edgerton withdrawing in his favor, and he was again, on October 25, 1881, elected by the Legislature to that office. During the following month President Arthur appointed General Edgerton Chief Justice of the Territory of Dakota; he took an active part in the formation of the new State of South Dakota, but was an unsuccessful candidate for United States Senator. In 1889 President Harrison appointed him Judge of the United States District Court of South Dakota, which position he held at the time of his death at Sioux Falls, South Dakota, August 9, 1896.

One of the incidents of the extra session was the commencement of the impeachment trial of Judge E. St. Julien Cox.

The Judge had been a prominent Democrat, a member of both Houses of the Legislature, also candidate of his party for Congress. He had been elected in 1876 Judge of the Ninth Judicial District. There had been for some time rumors of his intemperate habits. A communication was received by the Legislature, signed by Samuel Rogers and C. B. Taylor, accusing Judge Cox of having been at various times and places, while seated on the bench, in a state of intoxication, and asking for his removal from office. This petition or communication was referred to the Judiciary Committee, with full power to take testimony and summon witnesses. On the submission of the Committee's report to the House, articles of impeachment were drawn up charging Judge Cox with having been in a state of intoxication caused by the voluntary and immoderate use of intoxicating liquors while seated on the bench at various places and times from January 22, 1878, to October 15, 1881. A committee was appointed by the House to notify the Senate, and Henry G. Hicks, James Smith, Jr., Loren W. Collins, O. B. Gould, A. C. Dunn, W. J. Ives and G. W. Putnam were chosen as a Board of Managers to conduct for the House the impeachment trial before the Senate. The Senate organized as a court of impeachment and on being notified that the accused had selected John B. Brisbin, Lorenzo Allis, Walter H. Sanborn and J. W. Arctander as counsel for his defense, an adjournment was taken to January 10, 1882.

Upon the reassembling of the court of impeachment, witnesses were examined, arguments heard and on March 22, 1882, Judge Cox was found guilty of conduct unbecoming his position resulting from the intemperate use of intoxicants and deposed from his office. There was brought before the Legislature of 1887 a resolution to expung from the records the proceedings of the impeachment trial but it failed of adoption.

STATE ELECTION OF 1881.

At the State election in November, 1881, the Republicans were again triumphant. General Hubbard received 65,025 votes,

while 37,168 were cast for General Johnson. The counties of Brown, Carver, Mille Lacs, Stevens, Wabasha and Washington that were carried by the Democrats in 1879 returned to the Republican fold with substantial majorities. The newly organized county of Martin that was Democratic at its first election in 1879 gave a Republican majority of 556 in a total vote of 838.

The Democratic plurality in McLeod County was only twelve, while Sibley was only carried by six votes, in fact, the majorities in all the Democratic Counties except Dakota, Morrison and Waseca were considerably less than they were in 1879.

Chapter VIII.

GRASSHOPPER RAIDS.

THE first formidable invasion of Minnesota by locusts, or grasshoppers, of which there is an authentic record, occurred in the Red River settlement in the years 1818 and 1819. It caused much injury and distress to the members of Lord Selkirk's colony, which was already struggling hard against other troubles. The grasshoppers made their first appearance from the west one afternoon in the last week of July, 1818. They ate every green thing, and deposited their eggs before leaving; in 1819 the eggs hatched, and before the close of June the young grasshoppers were able to fly, and the destruction of the crops was even more complete than in 1818. The pests covered the fields in such quantities, that in places they were in masses of two to four inches in depth. The water of the streams and lakes was infected by them. Every vegetable substance was either eaten up, or stripped to the bare stalk; the leaves of the bushes, and the bark of the trees, shared the same fate, and the grain vanished as fast as it appeared above ground. The colonists were obliged to send a delegation of their numbers to Prairie du Chien to obtain seed grain and even vegetable seeds.

From 1820 to 1855 there was no remarkable locust invasion in Minnesota, though there may have been slight, or local invasions. One Michel Villebrun, of White Earth, states that in 1830, at Fort Garry, he saw for the first time large quantities of grasshoppers; they thickly covered both sides of the river for some distance away, and the river was covered with dead hoppers. Twelve years after he says he came down from Fort Garry to

St. Paul; there were no grasshoppers at Fort Garry, and but few at St. Paul, but the prairies between these two points were covered with them.

In 1851 the crop in the Red River country was destroyed by grasshoppers, so that the settlers did not save their seed, and were obliged to live by hunting and fishing.

The grasshopper invasion in 1856 and 1857 was confined mostly to the Upper Mississippi Valley, and though limited in area seems to have been exceedingly severe. The insects appeared near the end of July in the northern part of the State. As they moved southward along both sides of the Mississippi, their progress grew noticeably slower, and they did not reach their southern limit, in Hennepin and Ramsey Counties, until sometime in September. At first "with the exception of pea vines every crop was devoured." The unharvested grain was destroyed suddenly and totally; where the corn was too hard for them, they devoured the blades and husks, leaving bare stalks and ears. They stripped the vines of potatoes, destroyed turnips, beets, onions, buckwheat and most garden vegetables. They nibbled clothing hanging upon lines, entered houses, attacked curtains and cushions, eating "tobacco, shoes, and even thick cowhide boots." They deposited eggs in 1856 in (probably) all the section ravaged. The only notice found of the time, place, or manner of deposit is as follows: "They lay eggs in plowed ground in autumn about three-fourths of an inch below the surface, in bundles of six to ten in number."

The following year the young grasshoppers commenced hatching about May 10, and destroyed the crops as fast as they appeared. Through May and the first part of June the numbers and destruction increased, and in most cases the crops were entirely destroyed, so that in plowed ground not even a weed was to be seen. The time of hatching in 1857 seems to have been somewhat later than in other years; and though the grasshoppers began to leave some sections in the first half of July, large numbers continued to linger in other places until about the first of August. The direction of departure was southward; the flying swarms passed over Southern Minnesota as far east as Winnebago

City. No eggs were left behind them, and the State was free from grasshoppers for seven years.

In the early part of June, 1864, the grasshoppers were thick in the Red River region, and over the plains of the Northwest. Late in June they were reported going northwards from the Red River. In June, 1865, the Sauk Valley was invaded and vegetation almost entirely destroyed. But the chief scene of invasion in these two years was the Minnesota Valley. As early as July 1, 1864, they were reported to be about 100 miles west of Fort Ridgely. Previous to July 16 they were thick on both sides of the Redwood River. Their march continued eastward through July and August. July 17 they were reported to be at Fort Ridgely; August 13 at New Ulm; the swarm was almost six miles wide on both sides of the Minnesota River. August 27 they were in Courtland and Nicollet townships of Nicollet County; a few were in the northern part of Blue Earth County, and they were thick in portions of Le Sueur and Sibley Counties, there were also a few in Scott County, and some a few miles west of Glencoe. The arrivals were generally so late that few crops except vegetables were left to be injured. The grasshoppers deposited eggs abundantly, particularly from New Ulm eastward, and were said to have been killed by frost in the fall.

In 1865 the young hoppers began to appear and destroy the crops by the middle of May. By the middle of June they were doing great damage in all sections infested the year before. They appeared in almost every township of Nicollet County, and left but little grain to harvest in Sibley County. Their wings developed about June 24 and in the first week of July a general migration southward took place. On their journey they alighted in some towns where they had not appeared before, in the northern part of Blue Earth County. Near Judson the crop was entirely destroyed. The ravages of 1865 were especially severe in Brown, Nicollet, Le Sueur and Sibley Counties. As before, the grasshoppers left no eggs behind them, and the State was free from any extensive ravages by locusts for the next eight years.

There was a slight locust invasion beginning July 9, 1868. On that date immense clouds of grasshoppers were seen going

north by the people of Jackson County. The farmers reported that the insects alighted in their wheat fields, and completely leveled the growth to the ground, but soon raised again; the wheat sprang up again, and matured into a fair crop. In 1871 the auditor of Becker County reported that grasshoppers visited that county, and almost destroyed the entire grain crop. They deposited eggs, and in 1872 the young hoppers destroyed half the growing crop. The auditor of Todd County reported in 1871 that the grasshoppers came from the northwest in July but only did slight damage.

The invasion of 1873 was something unusual in its character, because of its early appearance, the direction from which it came, and its duration over several seasons. The grasshoppers reached the extreme southwestern counties of the State, coming from the west about June 12, and occupied some three weeks in making their way to the farthest northeastern points of their ravages. In the first counties reached they deposited eggs, and a portion of their number passed on. They moved slowly along, ravaging and laying eggs, until early in July, when their advance came to an end. At last they rose, passed far to the northwest, and were heard of in Minnesota no more. The damage to the crops in 1873 was officially stated to be $3,034,000. The locusts deposited eggs in the counties of Rock, Pipestone, Lincoln, Lyon, Redwood, Renville, Brown, Watonwan, Blue Earth and Faribault.

In 1874 the eggs began to hatch, in some cases as early as April, but mostly in May, and by the last week in June immense damage had already been done to crops. The counties overran the preceding year were again ravaged. Early in July a portion of the young grasshoppers had developed their wings and commenced flying northward. In addition, other swarms hatched out in the southwest had come along the route of the last year's invasion, alighting here and there, and joined by swarms rising from the ground as they passed along. During the first fifteen days of July these swarms passed up and down, as the wind changed, over the sections ravaged already, or into counties untouched before. According to the report of the Commissioner of

Statistics for 1874, based on the assessors' returns of farmers' estimates, 264 towns reported losses; these towns were in Becker, Blue Earth, Brown, Chippewa, Clay, Cottonwood, Faribault, Grant, Jackson, Lac qui Parle, Lincoln, Lyon, McLeod, Martin, Murray, Nicollet, Nobles, Otter Tail, Polk, Redwood, Renville, Rock, Sibley, Stevens, Swift, Watonwan, Wilkin, and Yellow Medicine Counties. The statement of loss to the several crops was:

Wheat	2,646,802 bushels
Oats	1,816,733 bushels
Corn	738,415 bushels
Barley	58,962 bushels
Potatoes	221,454 bushels
Flax Seed	52,833 bushels

The grasshoppers extended their ravages as far eastward as the Mississippi later in the season, and deposited eggs quite thickly, in separate localities in Todd, Stearns, Meeker, Wright, Sherburne, Benton, Aitkin, and Mille Lacs Counties. They made short and sudden raids into Isanti, Chisago, Hennepin and Dakota Counties, and left a few eggs in Scott County. They appeared in their flights as far east as Dodge County, and came into Meeker County in the middle of October.

The eggs deposited in 1874, in the more northern counties of the State, began to hatch in April, 1875, but the young locusts were killed by continuous cold and wet weather which followed, and damage was reported only in Becker County. Along the Red River but few eggs were laid, and along the Mississippi they hatched in too widely distributed localities to have any great affect on the general crop. The damage in Wilkin and Yellow Medicine Counties was slight. The counties suffering the greatest losses were Brown, Nicollet, Blue Earth, Cottonwood, Jackson, Le Sueur, Martin, McLeod, Murray, Nobles, Otter Tail, Redwood, Renville, Sibley, Watonwan,—in all, 19 counties. Ten that were devastated in 1874 reported no damages in 1875, while Le Sueur County was added to the list that sustained losses.

The following is a detailed statement of the estimated damage to the several crops:

Wheat	2,024,972	bushels
Oats	1,127,780	bushels
Corn	790,982	bushels
Barley	41,059	bushels
Rye	11,031	bushels
Buckwheat	16,450	bushels
Potatoes	130,886	bushels
Beans	7,971	bushels
Sorghum	5,172	gallons
Hay	1,803	tons
Hops	2,253	pounds
Flax	22,635	pounds

By the end of August, the grasshoppers had principally disappeared. This was largely due to the action of parasites, which destroyed the locusts in large quantities.

In 1875 the winged pests had reduced their breeding grounds in Minnesota from nearly fourteen counties in 1873 to about five and a half counties. There was no general departure, from the hatching ground, mostly in one direction, in 1876, as had been the case in previous years. By the last week in June they began to leave some localities so quietly that their departure could hardly be observed, except that their number was noticeably diminished. For the first ten days in July small swarms were careering up and down south of the Minnesota River, and wherever there was anything like a movement of large bodies they left the State to the northwest, west and southwest. In the meantime others had spread themselves northward towards the Northern Pacific Railroad, and alighted here and there in some numbers sufficient to do considerable damage.

In the latter part of June the State was invaded by new swarms. They were first reported in small areas at Breckenridge, June 27 and July 11, they were reported coming down in swarms from the north; but the following day they left going south. July 19 again they were reported as flying from the northwest by millions, the swarm resembling a great drift of snow. They continued to invade the country until July 24,

when, flying with the wind, they departed to the southeast. August 1, another swarm appeared from the north, and August 6, began depositing eggs; later small swarms were seen flying southeast. These appeared to reach Ortonville about the first, Herman on the third, and Morris on the fifth of August.

Swarms of grasshoppers crossed and re-crossed the State, passing and repassing each other to the south and east, from July 20 to September 1. The counties to the south of the Minnesota River, in the early part of July were generally free from them. The swarms that visited the northern counties after July 20, began to move southward. They passed gradually along over the counties that had been injured in the early spring, and by the first of August had reached the southern line of the State, and passed into Iowa. They made no extensive deposit of eggs until they reached the southern half of the lower range of counties in the State. By July 20, along the lines of the St. Paul and Pacific, and the St. Paul and Sioux City railroads, the farmers were congratulating themselves that the hoppers were gone. The raid up to this date had been along the eastern boundary of Todd County, through Stearns, Meeker, the eastern part of McLeod, through Sibley, Nicollet and the northwestern corner of Blue Earth, and in Martin County and as far east as Faribault.

In the latter part of July and the early part of August new swarms began collecting in Otter Tail, Grant, Stevens, and Big Stone Counties and in some of the eastern counties of Dakota. August 6 a wind from the northwest gave them an opportunity, and a general flight to the east and southeast, over a large portion of the western half of the State, commenced. In the southwestern counties there was but little alighting by the newcomers, and the swarms passed over into Northwestern Iowa. The area of visitation, however, was extended eastward to St. Cloud, into Wright and Le Sueur Counties, and across Blue Earth and Martin Counties. Between August 11 and 18 the line was still carried farther eastward, and large swarms flew over Elk River, Monticello, Glencoe, Shakopee, Blakely, Belle Plaine, Le Sueur, Mankato, and Blue Earth City and one flight was made as far east

as Hastings. During the week ending August 26, locusts were seen flying over or alighting at various times in Rice, Waseca, Steele, Faribault and Freeborn Counties. By September 1, they had added Carver, portions of Hennepin, Sherburne and Benton Counties to the grasshopper regions.

According to the report of J. B. Phillips, Commissioner of Statistics for 1876, twenty-nine counties reported grasshopper damages. Many county assessors, however, expressed the opinion that the damage should not all be attributed to the grasshoppers, as many losses occurred on account of drouth and heat. The total acres damaged or destroyed was estimated to be 496,797.

The eggs deposited by the swarms of locusts in 1876 began to hatch in the latter part of May in the following year, and the devastation to crops in 1877 was as serious as the previous year. The damage to crops was confined to the counties of Brown, Becker, Blue Earth, Chippewa, Carver, Douglas, Freeborn, Faribault, Grant, Kandiyohi, Le Sueur, Lac qui Parle, McLeod, Meeker, Nicollet, Nobles, Otter Tail, Pope, Redwood, Renville, Rock, Sibley, Stearns, Swift, Stevens, Todd, Wilkin and Wright. The estimated loss of crops was as follows:

Wheat	4,957,538 bushels
Oats	1,757,570 bushels
Corn	1,665,993 bushels
Barley	146,985 bushels
Rye	34,252 bushels
Buckwheat	15,652 bushels
Potatoes	350,831 bushels
Beans	2,166 bushels
Sorghum	25,457 gallons
Cultivated hay	3,417 tons
Hops	25,853 pounds

There were many artificial means of destruction introduced to rid the State of the locust pest. The prairies were burned; scoop nets were used; some parts of the States was ditched; "hopperdozers" (contrivance of sheet iron and tar) were constructed, but all these endeavors were of little avail. Though millions were destroyed by the farmers, who burned their straw and surplus hay, they increased faster than they could be killed. In the lat-

ter part of May the town authorities of Le Sueur inaugurated a bounty system. They offered a bounty of twenty cents a quart for dead grasshoppers. The number caught so far exceeded the expectation of the authorities that in a few days the bounty was reduced one-half, and subsequently a further reduction was made to one dollar a bushel. The total number of bushels captured in Le Sueur County was 4,416, and the bounty paid for the same was $8,832.13.

The bounty system of Le Sueur County was adopted by other counties. In Blue Earth County 15,766 bushels and eighteen quarts were captured, and a bounty paid of $31,255.59. Todd County paid a bounty of $333.84 on 130 13-32 bushels; Meeker County paid $959.36 on $293\frac{1}{2}$ bushels; Brown County $1,600.00 on 4,525 bushels, Sibley County paid $8,784.50 on 439,225 pounds and Nicollet County $25,053 on 25,043 bushels. The total number of bushels captured in seven counties amounted to 58,019, and the total bounty paid was $76,788.42.

Governor Pillsbury, who was chief executive during the last years of the grasshopper raids, tried in every way, both by his advice and contributions from his purse, to lessen the suffering of the agricultural portions of the State. He visited the harvest fields in the summer of 1877, and was an eye witness to the devastation done by the grasshoppers. Everything else seeming to fail to rid the State of the swarms of locusts which infested it, the Governor, having been flooded with communications from prominent people in all parts of the State, asking him to appoint a day of prayer for deliverance from the great pest, he, by proclamation, set aside a day in April for that purpose. The different religious denominations joined together in the observance of the day; there was no clash of creed; all sectarian differences were lost sight of temporarily. Big prayer meetings were held everywhere; there was a general outpouring of the spirit on all hands. The Governor says: "And the very next night it turned cold, and froze every grasshopper in the State stiff; froze 'em right up solid, sir; well, sir, that was over twenty years ago, and grasshoppers don't appear to have been bothering us very much since."

Money was raised by private subscription to relieve the suffering and destitution caused by the grasshopper raids. A relief committee, of which Henry M. Rice was chairman, distributed thousands of dollars, relieving temporarily want and destitution in the infected districts. During the winter of 1876, there were over 6,000 people fed and clothed by the State. The Legislature of 1877 appropriated $75,000 for the purchase of seed grain which was to be distributed by the Governor. The county auditor and county commissioners of each county, that had been devastated by the grasshoppers were to constitute a board to pass upon applications for relief. No person was to receive, however, more than twenty-five dollars. The Legislature of 1878 made a further appropriation of $150,000 for the same purpose.

Chapter IX.

NORTHFIELD BANK ROBBERY.

IN the latter part of August, 1876, the James and Younger brothers, with three companions, made their appearance in Southern Minnesota. They were mounted on fine horses, and they visited various cities and villages in that part of the State. They spent money lavishly, and at different times represented that they were civil engineers, looking up railway routes; land seekers in search of large tracts, and stock buyers looking for cattle. Of course they passed under assumed names, but it became afterwards known that the band consisted of Jesse James and his brother Frank; Thomas C. Younger (commonly known as Cole Younger) and his brothers James and Robert; William McClelland Miller, (commonly called "Bill"), alias Clel Miller; Bill Chadwell, alias William Stiles; and Charlie Pitts, alias Sam Wells. All but the last two named were formerly Missouri guerillas and bushwhackers. William Stiles was a native of Minnesota, whose father was, in 1896, a worthy citizen of Grand Forks, Dakota Territory. Sam Wells was a Missouri man.

The members of the band had come into the State in detachments, and by different routes. They visited a number of places prospecting for a favorable opening for the prosecution of their criminal intentions, going as far north as St. Paul and Minneapolis, and as far east as Red Wing. At these different points they visited the banks, familiarizing themselves with the approaches to the institutions, and manner of doing business. Bill Stiles had formerly lived in Rice County, and knew the

country thoroughly. He acted as guide, and it was he who instigated the raid into Minnesota.

After due investigation, the robbers selected Mankato as the scene of their operations in "clearing up" a bank. They appeared on the streets of Mankato September 2, creating a sensation with their fine horses, and superb horsemanship. The following Monday, September 4, they mounted their horses, and rode forth with the intention of attacking the First National Bank of Mankato, but the presence of a large number of citizens on the street in front of the bank deterred them from prosecuting their original plans, and abandoning Mankato, they moved upon Northfield, which had been agreed upon as a substitute, if a substitute were needed.

Ten or twelve days previous to this time, two members of the band had visited Northfield, and made a preliminary survey of the situation. On the way to Northfield, the robber band divided, and spent the night of September 6 in neighboring villages, and the following day took up their march upon the roads converging upon the "College city." For an outside garment they all wore long linen dusters, which concealed the pistols and cartridge belts, with which they were liberally supplied.

Nearing Northfield, the party separated into three divisions of two trios and one couple. To one trio was assigned the committing of the robbery; the couple were to co-perate with this trio on the principal street of the city, while the other trio were to act as a rear guard.

In pursuance of this plan, about two o'clock in the afternoon of September 7 the trio, consisting of Pitts, Robert Younger and one of the James brothers, rode into Northfield, and on reaching the principal street, dismounted in front of the First National Bank. Throwing their bridle reins over hitching posts, they proceeded to lounge upon some dry goods boxes, assuming an air of indifference. Presently two other horsemen appeared upon the street, and these proved to be Cole Younger and Clel Miller. The trio then immediately left their position on the dry goods boxes, and entered the bank. Thereupon Miller dismounted, and going to the bank closed the front door, while Younger dis-

mounted in the middle of the street, and pretended to tighten his saddle girth.

These manoeuvers of the robbers attracted the attention of several citizens; J. S. Allen, a hardware merchant, whose store was located west of the building, which was occupied by the bank, attempted to follow the three men into the bank, but was instantly seized by Miller, and ordered to "stand back." Allen jerked away from the robber's grasp, ran toward the store shouting "Get your guns, boys! They are robbing the bank!" About the same time, H. M. Wheeler, then a young medical student, at home on a vacation, from his studies in the University of Michigan, and who was sitting in front of his father's store on the opposite side of the street, shouted, "Robbery! Robbery!!"

Upon this outcry, Miller and Younger sprang into their saddles, and began riding up and down the street at the utmost speed of their horses. They were joined by the three men, who had been left as a rear guard, and who took up the same tactics. The robbers generally fired into the air, but there was an incessant "bang, bang," of heavy revolvers, the whistling of bullets, the crashing of glass, and the chorus of wild yells and imprecations. The robbers subsequently declared that it was not their intention to kill anybody, but simply to strike terror into the hearts of the people, and drive everything from the street, so as to give the men in the bank time to rob it without interference, and then to secure to them an unobstructed line of retreat. In this constant fusilade from the robbers' revolvers, but one person was shot, Nicholas Gustavson, a Scandinavian, who did not understand English; he was fatally wounded while persistently remaining on the street, seemingly terror stricken.

In the meantime, the trio of robbers in the bank were not having things their own way. They found a trio of bank employes as resolute as themselves. These were Alonzo E. Bunker, teller; Frank J. Wilcox, assistant bookkeeper, and Joseph L. Heywood, book-keeper, who, on account of the absence of the cashier from the State, was acting cashier. When the three robbers entered the bank, the employes were busy at their regular tasks. Mr. Bunker immediately stepped to the counter, supposing they were cus-

tomers, when three revolvers were pointed at him, and he was ordered to throw up his hands. The three robbers then climbed over the counter, and covered the other employes with their revolvers. One of them said, "We're going to rob the bank. Don't any of you holler; we've got forty men outside." Pointing his revolver at Heywood, he then asked him, "Are you the cashier?" Heywood replied, "No" The same question was asked the other employes, each of them making the same reply. The robber then said to Heywood, "You are the cashier; open the safe quick or I'll blow your head off."

A second robber, Pitts, then stepped inside of the vault, whereupon Heywood attempted to close the door. He was instantly dragged back, and the two robbers, thrusting their revolvers in his face, said, "Open the safe, now, or you havn't a minute to live." Heywood replied, "There is a time lock on, and it cannot be opened now." The robbers then dragged Heywood roughly about the room, and realizing the desperate situation he shouted "Murder! Murder!!" whereupon he was struck a terrible blow on the head with a revolver, and fell to the floor. The robbers still insisted that Heywood should open the safe, and occasionally turned from him to Bunker and Wilcox, calling upon them to "Unlock the safe." To these demands the young men answered that they could not unlock the safe. This was true, as it was already unlocked; the door being closed, the bolts were shot into place, but the combination dial was not closed. Finally as a last resort to coerce Heywood, who was lying on the floor, Pitts placed his revolver close to Heywood's head and fired. This was the first shot fired in the bank, and the bullet passed into the vault, and through a tin box containing jewelry and papers left by some customer for safe keeping. The special custodian of Bunker and Wilcox was Bob Younger, who compelled them both to get down on their knees under the counter. From this position Bunker made several attempts to extricate himself, and finally, when Younger's face was turned, dashed through the directors' room, to the rear door of the bank and throwing himself against the closed blinds, which were fastened on the inside, succeeded in gaining an outside flight of stairs. His escape was

noticed by Pitts, who fired at him, the ball whizzing past Bunker's ear. As he reached the rear entrance of the next building Pitts fired again, and Bunker received the ball near the joint of the right shoulder, the missile coming out just below his collar bone. Pitts then gave up the chase, and on returning to his companions, heard one of them on the outside shout, "The game is up! Better get out, boys; they are killing all our men." The three robbers in the bank, hearing this, rushed into the street. The last one as he climbed over the counter [claimed by latter members of the gang to have been Jesse James, who admitted the fact], cowardly and deliberately shot Heywood through the head, as he was on his feet, and was staggering towards his desk.

The battle in the street was now at its height. Henry M. Wheeler, had hastened to the Dampier Hotel, when the citizens had been driven from the streets by the robbers, and securing an old army carbine had stationed himself at a second story chamber window. Meantime, Mr. Allen, who had first sounded the alarm, had proceeded to his hardware store, and distributed guns and ammunition to his neighbors. A. R. Manning, the other hardware merchant, armed himself with a breech-loading rifle. The people had deserted the streets; the stores and offices were hastily closed, and the five mounted robbers were riding back and forth, up one side of the street and down the other, doing their utmost with voice and arms to intensify the state of terror. As Clel Miller was mounting his horse, Elias Stacy, who had been armed with a fowling piece by Allen, confronted him and fired at his head; the fine buckshot marked the robber's face, but inflicted no serious wound.

The two men with rifles, Manning and Wheeler, did the real execution upon the robbers, and finally routed them. Manning came running from his store, and stepping into the open street saw over the backs of the horses the heads of the two robbers. Drawing a bead upon them, the men ducked behind their horses; Manning lowering his gun, changed his aim, and shot the nearest horse. He then dropped back, around the corner, and reloaded, and on returning, seeing Cole Younger between the horses and the bank door, fired, wounding him badly, but not fatally. Again

Manning dropped back to reload, and looking cautiously around the corner, he saw Stiles sitting on his horse, some 75 or 80 yards away. Taking deliberate aim, he fired, shooting the brigand through the heart, he falling dead from his saddle.

Meantime, Wheeler was not idle; from his vantage point, in the second story of the hotel, he fired his first shot at James Younger, who was riding by; the gun carrying high, the ball struck the ground beyond the brigand. His next shot was at Clel Miller, and the bullet passed through his body, severing the sub-clavian artery, and killing him instantly.

It was at this time, when Cole Younger rode to the door of the bank, and shouted to the men inside to come out. On appearing in the street, two of the men who had been in the bank, mounted their horses, but there was no horse for Bob Younger, his steed having been killed by Manning. In the meantime Manning and Wheeler had both reloaded, and as the former showed himself ready to renew the fight, Bob came running towards him down the sidewalk. Manning raised his rifle to shoot, while Younger drew his revolver. They both dodged, placing an outside stairway between them, and kept up a game of hide and seek. Wheeler, though he could but imperfectly see Younger's body from his position, took a shot at the brigand; the ball struck the robber's elbow, shattering the bone; he coolly changed his pistol to his left hand, and continued his efforts to shoot Manning.

While Wheeler was reloading his gun, and Manning changing his position, Bob Younger sprang from his hiding place, mounted behind his brother Cole, and the entire band, or what was left of it, turned and fled. The battle was over. From its opening to its close, it had occupied but seven minutes. The funds of the bank were intact. Six of the robbers were in flight, and at least two of them badly wounded. In front of the bank lay the dead horse; nearby was the body of Clel Miller, and a half block away, on the other side of the street, that of Stiles. In the bank was the dead body of Heywood.

The robbers left Northfield by the Dundas road, leading to the village of that name, three miles to the south. They rode

abreast, taking the whole road, and compelling everyone they met to take the ditch. Meeting a farmer they helped themselves to one of his span of gray horses, and "borrowed" a saddle from another farmer for the use of Bob Younger, whose wounded arm was causing him much suffering. About 4:30 P. M., the band reached Millersburg, where some of them had spent the previous night. Here they were recognized, but they were still in advance of the news of their crime, and far ahead of their pursuers.

The smoke of the battle had hardly passed away in Northfield before men were running for their guns and horses to join in the chase of the robbers. The State capital was telegraphed to for aid, and as soon as practicable a small army of pursuers was organized. Three times in the afternoon of the day of the robbery small advance detachments of the force came nearly upon the fugitives. Just when they were seizing the farmer's horse on the Dundas Road, again at Shieldsville, fifteen miles west of Northfield, a squad of Faribault men had arrived in advance of the pursued by taking a shorter road. They had, however, gone within doors, leaving their guns outside, when the robbers suddenly apeared before the door, and held their unarmed pursuers in check while they watered their horses at an adjacent pump. On the departure of the robbers, the pursuers regained their guns, and being reenforced by a dozen local recruits, hastened after the robbers. The band was overtaken in a ravine, four miles west of Shieldsville, where shots were exchanged at long range, without effect on either side, and the robbers escaped into the thick woods beyond.

While these little contests were taking place, a more systematic company was inaugurated and organized. On the night of the robbery there were 200 citizens in the field; on the following day 500, and later the number was swelled to at least 1,000. Many of these, however, were a source of weakness to the force, their services being tendered solely from mercenary motives, as large rewards for the capture of the robbers, dead or alive, were offered by the Northfield bank, the Governor of the State, and the railroad companies.

There were two objects to be accomplished, viz: The retreat of the fugitives was to be cut off, and they were to be hunted down and captured. To secure the first result, picket lines were thrown out in advance of them, covering every route which they could possibly take. To secure the second, scouting parties were put upon their trail, to follow them from place to place, and to explore the country in search of them. The robbers were in the vast forest and tract known as the "Big Woods."

The brigands on the night of the robbery were left in a hiding place beyond Shieldsville. The following day they moved first westward, then southwestward, in the direction of Waterville. They forded the little Cannon River, and disappeared in the forests beyond. They pushed on into the township of Elysian, in Le Sueur County, camping that night between the village of Elysian and German Lake. On the following morning they abandoned their horses, and continued their journey on foot.

They went no farther that day than to find a hiding place on an island in the middle of a swamp, where they encamped for the remainder of the day. Continuing their journey after dark, they marched slowly all night in Le Sueur County, and at daylight halted near the village of Marysburg. Passing around the village they made a camp four miles south from it. Nine miles west of this camp, and within two or three miles of Mankato, they found a deserted farm house in the woods, and here they remained two days and nights, having advanced less than fifty miles in five days. Even at this very moderate rate they had distanced their pursuers, who on Tuesday morning discovered the half-starved horses of the robbers, and the deserted camp they had left the preceding Saturday, and this was regarded as a sign of the hopelessness of the chase. Thereupon a large proportion of the pursuers returned to their homes.

On Wednesday, however, news was conveyed to Mankato of the appearance of the robbers near that city. A new campaign was organized, under the direction of General E. M. Pope. Again patrols and searching parties were sent out, and every possible avenue of escape was guarded, night and day. Policemen and police officers came down from Minneapolis and St.

Paul, and took part in the hunt. But again the fugitives escaped. Part of them crossed the railroad bridge over the Blue Earth River, near Mankato, while two, mounted on a stolen horse, passed the picket line near Lake Crystal, and were fired upon by a picket guard. These two men were the James Brothers, who were both thrown from the horse when the guard fired, and the animal then cantered back to its owner's pasture. The brothers escaped in the darkness, and continuing their flight stole a span of gray horses, which they mounted bareback. This allowed them to make rapid progress, and they assumed the role of officers in pursuit of criminals. By traveling day and night, and taking a due west course, in two days they made eighty miles, and on Sunday, September 17, they crossed the Minnesota line into Dakota, here they made prisoner of a Sioux Falls physician, from whom they obtained medical and surgical aid for the wounds of Frank James, whose left leg had been badly injured at Northfield. Pursuing their course through Southeastern Dakota they crossed the Missouri River at Springfield, and went as far south and west as Columbus, Nebraska. At this point they sold their horses, took the cars for Omaha, and made their way back to their old home in Clay County, Missouri. Rumors were circulated that they were en route for Texas, and officers were sent to that State to arrest them. However, after a short time at their former home, they went to Tennessee, where they lived in retirement a short time.

The disappointment and mortification of the pursuers was intense; a thousand men had failed to capture six. The campaign had proved an utter failure, and the "robber hunt" was the great joke of the season. It was supposed that the entire band had escaped from the State, when on September 21 news was received that four of them had been located in the neighborhood of Madelia. They were the three Youngers and Pitts. The band had divided on account of the wounds of Bob Younger; his injuries caused him so much pain that he could not travel, and rather than desert their brother in his misfortune, the two older brothers and Pitts had decided to stay with him, although thereby forfeiting all their chances of escape.

The news of the presence of the band in the State was brought to Madelia by Oscar Oleson Suborn, a Norwegian lad, about seventeen years of age, who had been accosted on the morning of September 21 by two strange men whom he believed to be the robbers. Riding rapidly to Madelia, seven or eight miles away, he alarmed the citizens, seven of whom, including James Glispin, the sheriff of Watonwan County, lost no time in reaching the refuge of the robbers. The band of fugitives was soon descried making their way on foot through what is known as Hanska Slough, connected with Lake Hanska, or Long Lake. They crossed the lake, and made several unsuccessful attempts to obtain horses.

The robbers were at last hemmed in a rude triangle of ground, some five acres in extent covered with an impenetrable growth of willows, box elders, wild plums and grapevines, and lying between the Watonwan River and a long steep bluff. They were driven to cover in these thickets, and a strong picket line surrounded them. Captain W. W. Murphy then asked for volunteers to go into the brush and rout out the bandits. Six men responded to his call, namely: Sheriff James Glispin, Colonel T. L. Vought, B. M. Rice, G. A. Bradford, C. A. Pomeroy and S. J. Severson. The captain formed his men in line five paces apart, and ordered them to advance rapidly. They advanced some fifty or sixty yards, when the robbers were discovered, and one of them firing gave the signal for a general fusilade on both sides. The two forces were not more than thirty feet apart; the fight was sharp and brief. Bradford and Severson were grazed by bullets, while Captain Murphy was struck in the side; the ball glanced on a briar-root pipe in his pocket, and lodged in his pistol belt. The robbers suffered severely; Bob Younger was wounded in the breast; his brother James had five wounds; Cole had eleven, and Pitts was killed, having been hit five times. On being called upon to surrender, Bob Younger responded "I surrender; they are all down but me." The arms of the robbers were taken from them, and they were taken to Madelia in a wagon in the custody of the sheriff; here they received from the citizens of perverted taste much misdirected sympathy, and a

reception which amounted to an ovation. Their wounds were dressed; they were daintily fed and tenderly cared for, and silly women wept over them.

On the twenty-third of September the prisoners were delivered to Sheriff Ara Barton, of Rice County, and by him taken to the jail of that county, at Faribault, to await indictment and arraignment for their crimes. Here, too, they received every attention, as if they had played the role of heroes in the Northfield tragedy, and not that of villains. They were strongly guarded by a force of picked men, armed with State muskets, to prevent a possible lynching. On the night of October 2 an excited guard shot and killed a town policeman, who was approaching the jail, but who announced plainly who he was. The unfortunate officer's name was Henry Kapanick, and he was indirectly the third victim of the raid of the Missouri bandits,—thus for the three rogues killed three honest citizens gave up their lives.

At last, on November 16, four indictments were returned by the Rice County grand jury against the trio of murderous brothers. Two of the indictments were for murder in the first degree, for the killing of Cashier Heywood, and Nicholas Gustavson, one for robbery, and the other for assault with deadly weapons on Clerk Bunker. The same afternoon they were arraigned before the district court, Judge Samuel Lord, presiding. George N. Baxter, county attorney, represented the State and the prosecution. George W. Batchelder and Thomas S. Buckham, of Faribault, and Thomas Rutledge, of Madelia, were the attorneys for the Youngers. The prisoners through their counsel, had their time to plead extended, first to Saturday, and again until Monday, November 20; on the last named date they pleaded guilty, as accessories, which, under the law, made them principals to the murder of Heywood.

At this period the death penalty for any crime was not in force in Minnesota, save for the punishment of murder in the first degree, and then only when the jury that convicted the criminal should prescribe in their verdict that his punishment should be death. So that the death penalty could be inflicted by a judge in

his sentence only after it had been prescribed by a jury. In such a case, the condemned was to undergo solitary confinement for from one to six months, and at the expiration of such time was to be executed on the warrant of the Governor. In all cases, where the jury did not impose the death penalty, punishment for murder in the first degree was to be by imprisonment at hard labor in the penitentiary for life.

When the two Youngers had pleaded guilty to the murder of Heywood, the prosecuting attorney [Baxter] rose and moved that a jury be empaneled to decide upon the character of the sentence. The attorneys for the defense promptly and vigorously objected, arguing that, under the law the prisoners had rendered a jury unnecessary, by pleading guilty, and that there was nothing left but for the judge to sentence them to the penitentiary for life. Mr. Baxter made a specious argument to the effect that even if the accused had pleaded guilty, a jury was necessary to say what their punishment should be; but Judge Lord summarily put the learned prosecutor's arguments aside, with the statement that criminal statutes must be construed strictly, and if possible, in favor of the prisoner, and that the evident intention of the Legislature of 1868 was to save a murderer's life if he pleaded guilty. He then overruled the prosecutor's motion for a jury, and sentenced the three brothers to life imprisonment at hard labor.

After their incarceration in the penitentiary, the Youngers made the best of the situation, and were regarded as model prisoners. In a few years they were favored with easy positions in the prison. Then began a series of annual efforts to have them pardoned by the Governor. The morbid, the sympathizers with villainy, and they who were not wise, united with the prominent, and even eminent men of the State, in praying the Chief Executive to set the prisoners free. Even Heywood's widow and daughter signed petitions for the pardon of the accessories to the murder of their husband and father. But every Governor refused. Bob Younger died in the penitentiary from tuberculosis, September 16, 1889. The efforts to have the surviving brothers released were renewed. Finally, the Legislature of 1901 enacted, practically for their sole benefit, a law, providing that life convicts

might be released from imprisonment when they had served thirty-five years, less the time allowed by law for good conduct. In the case of the Youngers, they were entitled to about eleven years credit for their correct deportment. The deduction left twenty-four year as the period during which they should serve before becoming eligible to parole, and they had served twenty-five years. The passage of the law was stoutly resisted by Representative Kelly, of Northfield, and others, but was as ardently advocated by other legislators, and public sentiment seemed to approve it.

July 14, 1901, the Youngers were released from prison on parole, with certain conditions. They could not leave the State; they were not allowed to appear in any part or feature of a public show or exhibition of any character. They went to the Twin Cities, and for some time were in regular employment as salesmen.

James Younger, during his parole, committed suicide in the Reardon Hotel, St. Paul, because the Board of Pardons would not allow him to marry a respectable and accomplished young Minnesota lady.

February 4, 1903, the Board of Pardons granted Cole Younger a pardon, on condition that he should leave the State and never return. He went to his old home in Missouri, and later engaged with his old partner in crime, Frank James, in the conduct of a "Wild West" show, which exhibited throughout several States. His repeated efforts to have the restriction regarding his return to Minnesota removed by the Board of Pardons, have always failed.

Chapter X.

ADMINISTRATION OF GOVERNOR HUBBARD.

LUCIUS Frederick Hubbard, the eighth Governor of Minnesota elected by the people, was a descendant on the parental side from the Hubbard family that emigrated from the mother country to New England in the latter part of the seventeenth century. His maternal ancestor was of Dutch stock of the Van Valkenburg family that were identified with the early history of the Hudson River Valley.

The Governor was born at Troy, New York, January 26, 1836. The death of his father caused him at the age of four years to find a home with an aunt at Chester, Vermont. There the foundation of his education was laid, which was supplemented by a three years' course in an academy at Granville, New York. At the age of fifteen he was apprenticed to a tinner, and completed his trade in 1854, when he removed to Chicago. After a residence of three years in that city, he came to Red Wing and established the Red Wing *Republican;* and the following year he was elected register of deeds of Goodhue County. Disposing of his interests in the *Republican,* he enlisted in 1861 as a private in the Fifth Minnesota Infantry, and in February, 1862, he was elected Captain of Company A. The following March he was promoted to Lieutenant Colonel of that regiment; in August to Colonel; and for gallantry in the Battle of Nashville he was made a Brevet Brigadier General. To specify the battles General Hubbard was identified with would be to give a history of the Fifth Minnesota Infantry, at the head of which he was mustered out of service in September, 1865. He was personally engaged in

thirty-one battles and minor engagements, gaining an enviable record for his intrepidity and coolness, but returned to Red Wing with broken health due to fatigue, exposure and wounds.

After the war, returning to the active pursuits of civilian life in 1866, he engaged in the grain business at Red Wing, afterwards in milling operations at Zumbrota and Mazeppa, and largely through his personal influence as a collateral matter in the development of transportation interests in his section of the State, the Midland railway was built, and also the Minnesota Central, and the Duluth, Red Wing, and Southern railroads.

General Hubbard was elected to the State Senate in 1872, again in 1874, and two years later declined a re-nomination. His Senatorial terms were marked by the painstaking methods by which his military and civil life were distinguished and which soon made him one of the prominent members of that body. His two terms as Governor placed at the head of the State a practical business man, and assured the continuance of that policy of honesty and efficiency which his predecessors in office had so firmly established. At the commencement of the Spanish-American War he was commissioned a Brigadier General, and was assigned to the command of the Third Division of the Seventh Army Corps.

For business reasons General Hubbard sundered the friendly and neighborly ties that made his residence at Red Wing a period of his life to be ever remembered not only by him but by the residents of that city, and removed to St. Paul where he now resides.

A man's life in this world is transitory, so that the old adage of "here today and there tomorrow" simply typifies the passing in and going out. It is not by civil functions nor military exploits that a man becomes endeared to his friends, neighbors, and associates; it is by the smiling face, the ever extended hand of encouragement and succor, the affable and agreeable manners of the gentleman. General Hubbard's residence of over half a century in Minnesota has been characterized by repeated acts of kindness and charity to his fellow man; as the soldier's friend in helping a worthy comrade to secure a pension; in spending his time

as trustee of the Minnesota Soldiers' Home, or helping to have erected in memory of the sacred dead monuments to commemorate their deeds on the battlefields of the Civil War; as a friend and neighbor, giving the word of sympathy and encouragement to the unfortunate, the liberal hand to alleviate want and distress, the pleasant hopeful spirit of contentment. These are the traits of character that outlive the triumphs of a military and civil career.

The State officials elected on the ticket with Governor Hubbard were the then incumbents of the offices, with the exception of the Auditor. William W. Braden, of Preston, who was nominated to succeed O. P. Whitcomb in that office.

In the Congressional elections held in 1882, Milo White, the Republican candidate in the First District, received 12,458 votes. The nominee of the Democratic ticket was Adolph Biermann, who received 11,788 votes. For C. H. Roberts there were cast 1,144 votes.

In the Second District, James B. Wakefield, nominee of the Republican party, had 17,187 votes; while F. A. Bohrer, the Democratic candidate, had 6,750, and J. A. Latimer had 3,850 votes. In the Third District Horace B. Strait, the Republican candidate, received 16,583 votes; the nominee of the Democrats, C. P. Adams, had 7,047; and Porter Martin had 696 votes. In the Fourth District William D. Washburn, the Republican nomineee, received 17,380 votes; the Democratic candidate was Albert A. Ames, who received 13,280 votes; and 1,545 votes were cast for Edwin Phillips, the Prohibition candidate. In the Fifth District the successful candidate was Knute Nelson, Republican, who received 16,956 votes; C. F. Kindred received 12,238, and E. P. Barnum, 6,248 votes.

This was the first appearance of James B. Wakefield, Milo White and Knute Nelson in the National legislative halls. Mr. Wakefield was born at Winsted, Connecticut, March 21, 1828. He graduated from Trinity College, Hartford, in 1846, studied law, and was admitted to practice in 1851. In that year he came to Shakopee, and after practicing law in that locality two years, he removed to Blue Earth City. He was a member of the House

of Representatives in 1858, 1863, and 1866; and of the Senate from 1867 to 1869, and from 1876 to 1879, inclusive. He was also Lieutenant Governor for four years.

Mr. White was born in Fletcher, Vermont, August 17, 1830. He left his native town in 1853 for New York City, and two years later came to Chatfield, where he engaged in mercantile trade. He was State Senator from 1872 to 1876, inclusive, and also in 1881.

TWENTY-THIRD STATE LEGISLATURE.

The Twenty-third Legislature assembled January 2, 1883. It was composed of thirty-four Republicans, ten Democrats and three Independents in the Senate, and seventy-six Republicans, twenty-eight Democrats and one Farmers' Alliance in the House, giving the Republicans a majority of sixty-four on joint ballot. Owing to the new apportionment law, both Houses of the Legislature contained only a few members of the preceding session.

In the Senate, J. M. Wheat, S. D. Peterson, D. A. Morrison, James McLaughlin, T. B. Clement, James G. Lawrence, J. N. Castle, C. D. Gilfillan, J. B. Gilfillan, C. A. Pillsbury, R. B. Langdon, A. E. Rice, and John Shaleen, had been members of the Senate of 1881. The Fifteenth District sent Thomas Wilson, the sixteenth J. W. Blake, the nineteenth Michael Doran, the thirty-fourth W. H. Greenleaf, and the forty-sixth W. W. Billson, all prominent members of earlier Senates. Three of the newly elected members were afterwards to become Congressmen, C. B. Buckman from the thirty-ninth, S. G. Comstock from the forty-fourth, and Halvor Steenerson from the forty-fifth districts.

The Senator from the Fortieth District, Henry C. Waite, of St. Cloud, was born in Albany County, New York, in 1830. He graduated from Union College at Schenectady, was admitted to the practice of law in 1852, and the same year he came to Iowa. The following year he removed to Madison, Wisconsin, where he practiced his profession two years. In May, 1855, he came to St. Cloud, where he has since continuously resided. Mr.

Waite was a member of the Constitutional Convention, a member of the House of Representatives in 1863, and of the Senate in 1870-1871.

The House organized and reelected Loren Fletcher, of Minneapolis, Speaker; only ten of the entire membership had been reelected. Prominent among the new members were C. F. Buck, of Winona; P. H. Rahilly, a former Senator; William R. Merriam, afterward Speaker and Governor; and Gordon E. Cole, a native of Massachusetts and a graduate of the law school of Harvard University. Mr. Cole located at Faribault in 1857, practiced his profession and two years later was elected Attorney General, which position he filled for three consecutive years.

Loren W. Collins, of St. Cloud, a Representative from the Fortieth District, was born in Lowell, Massachusetts, in 1838. His education was limited to the high school of his native city, and at the age of sixteen he came to Minnesota. He enlisted in 1862 in the Seventh Minnesota Infantry and served throughout the war. Returning to his adopted residential city, he was for ten years county attorney of Stearns County. His legislative duties were limited to the sessions of 1881 and 1883. In the latter year he was appointed Judge of the Seventh Judicial District, and in 1887 he received the appointment of Associate Justice of the Supreme Court, which position he held by election until April 1, 1904.

In his message Governor Hubbard welcomed the Legislature to the reconstructed capitol, which had been destroyed by fire two years before. He emphasized the ominous warning that the vast aggregation of capital concentrated within the control of the monster corporations of the country the past few years was suggestive of danger and possible disaster to the vital interests of the public. Excessive freight charges and prevailing discriminations of rates to shippers were discussed at length. The war of rates between the lines of the Northwest, which arose from a dispute over "Territorial rights" between the rival companies, called forth a cautionary expression from the Governor. He reminded the companies that they were formed under the authority of the State; that it had endowed them with valuable franchises and

enormous subsidies, and had afforded them that protection which gives to all property its greatest value; that their legitimate revenues are derived from the patronage of the public, and that their proper and legal relation to the public can only be maintained by dispensing exact justice to every individual and locality.

The Legislature adjourned March 2, 1883. Upwards of 1,000 bills were introduced, of which about half became laws; the larger number, however, were special acts. The general laws, outside of appropriations, numbered 150. Thirty-one bills related to St. Paul and Ramsey County, while the interests of Hennepin County and Minneapolis received attention in twenty-five bills.

Among the number of valuable additions to the statutes of the State were the act creating a Board of Public Charities and Corrections; the bill making murder punishable by the death penalty; and the law regulating the practice of medicine, and providing for examination and licensing of all physicians who should come to Minnesota for five years. Savings banks were permitted to loan money in Dakota and State banks were required to make reports, similar to those required of National banks; bills, notes and other negotiable paper obtained by fraud or artifice were made void even if in the hands of a third party. By another act a codification of the laws for the prevention of infectious diseases was provided for. Hubbard County was established; Canby incorporated as a village and Fergus Falls as a city. A general act for the organization and incorporation of annuity, safe deposit and trust companies was passed.

The following constitutional amendments were adopted and were sanctioned by the people at the following general election. Fixing official terms of the Secretary of State. Treasurer and Attorney General at two years and that of State Auditor at four years. Providing that the official year for the State shall commence on the first Monday in January in each year and that all terms of office shall terminate at that time. The first general election for State and county offices, except judicial offices, after the adoption of the amendment was to be held on the first Tuesday after the first Monday in November in 1884, and general elections thereafter were to be held biennially. The State,

county and other officers elected at the election of 1884 whose term of office expired at the commencement of the fiscal year of 1886 were to hold over until the commencement of the next fiscal year. The term of office of the clerk of the Supreme Court was changed from three to four years and the official term of the Supreme and District Court Judges were made six instead of seven years. Under this change in the constitution Governor Hubbard's second term was extended to three years, as were the terms of officers elected upon the ticket with him.

The election of United States Senator to succeed William Windom was a leading feature of the session. Senator Windom was a candidate to succeed himself; he had, however, antagonized in various ways a large number of his political associates and hence opposition to his re-election had developed.

The Legislature was overwhelmingly Republican, there being 110 of the 160 members of that party. Dunnell, and Windom's terms as Senator and Representative, respectively, expired at the same time, March 3, 1883. The former became a candidate for Senator but during the balloting did not develop much strength. Only sixty-two of the 110 Republicans took part in the Senatorial caucus at which Mr. Windom was nominated. The Democrats presented as their caucus nominee Judge Thomas Wilson as the fight progressed an understanding was reached among the Democrats that when any Republican besides Windom should secure enough Republican votes which, added to the Democratic vote, would give him a majority of the Legislature they would support that candidate.

The first ballot for United States Senator was taken on January 16, 1883, and was as follows:

William Windom	45
Thomas Wilson	25
Mark H. Dunnell	7
Gordon E. Cole	5
C. F. Kindred	4
Cushman K. Davis	2
Lucius F. Hubbard	2
Thomas Armstrong	2

There were a few scattering votes for other parties. On the following day two ballots were taken, Windom receiving 65, Wilson 37, Cole 11, and Dunnell 9. On the eighteenth in the three ballots taken there was no material change in the results, Windom lost a few votes while Hubbard and Dunnell showed gains. The Republicans held a caucus on the nineteenth and an attempt was made to withdraw Windom's name and substitute John S. Pillsbury, but the movement failed and the Senator was telegraphed to at Washington that his presence was needed in St. Paul. He took the first train for the West, but his presence did not seem to help his cause. On the twenty-third of January he was within twenty-three votes of an election. On the thirtieth, in the only ballot taken that day, Windom lost eleven votes, and the following day three ballots were taken; in the first Dwight M. Sabin's name appeared for the first time with seventeen votes; this was increased to twenty-two in the last. The balloting continued until February 17. When on the first ballot taken that day Sabin received twenty-nine votes and in the fifth ballot fifty-five, this increase was caused in part by some of Wilson's followers voting for Sabin; on the following ballot he was within four votes of an election, when an attempt to procur an adjournment failed, and on the next ballot, having received the full support of all the Democrats, Sabin had eighty-one votes and became the United States Senator-elect from Minnesota.

Dwight M. Sabin was born at Marseilles, Illinois, April 25, 1843. The ill-health of his father caused the family's removal to Connecticut and his death in 1864 deprived young Dwight of the advantages of a thorough education to which he aspired. His early manhood was spent in managing his father's business and in 1867 with his mother and younger brother he removed to Minnesota. The next year he located at Stillwater and became a member of the firm of Seymour, Sabin & Co.

This firm contracted for the convict labor in the State prison and engaged in the manufacture of doors, sash, blinds and cooperage. This business was extended in 1874 to include the manufacture of agricultural implements, also a machine

boiler shop and foundry were established. Senator Sabin became interested in the C. N. Nelson Lumber Company and the Duluth Iron Company and in 1882 was the prime organizer of the Northwestern Car Company with a capital of $5,000,000. This company purchased the interests of Seymour, Sabin & Company, and elected Senator Sabin president, but before permanent plans could be matured, owing to the stringency of the financial world, it was compelled to make an assignment.

Politically he was a Republican of pronounced views, had been elected to the State Senate of 1871-72-73 and to the House of Representatives of 1878-81 and 1883. After his term as United States Senator he devoted his time to his private affairs and died at Chicago, Illinois, December 23, 1902.

STATE ELECTION IN 1883.

At the State convention held in the summer of 1883 the Republicans renominated the incumbents of the State offices, the Democrats first nominated for Governor W. W. McNair of Minneapolis, who declined the honor, and Adolph Biermann of Olmsted County, who had been the unsuccessful candidate in the convention, (the ballot being McNair 132, Bierman 125), was substituted.

The State election was held in November, Lucius F. Hubbard received 72,462 votes, Adolph Biermann 58,251, and there were 5.062 cast for other candidates. The entire Republican State ticket was elected, Hubbard's plurality being 14,211. In an abstract of the vote eighteen counties were carried by the Democrats. The counties carried by that party in 1881 all gave increased majorities with the exception of Ramsey County which for the first time since the Civil War was carried by the Republicans for State offices; on the gubernatorial vote a Democratic majority in 1881 of 1,260 was changed to a Republican landslide of 1,598. In Dakota County the Democratic plurality was reduced from 752, in 1881, to 346 in 1883, and McLeod County went Republican by 63 votes. The counties of Brown, Carver, Mille Lacs and Wabasha that went Republican

in 1881 were carried by the Democrats by substantial majorities. The Republican counties of Blue Earth, Clay, Fillmore, Meeker were carried by small pluralities by the Democrats. Hennepin County which gave Hubbard a plurality of 1,746 in 1881 gave him only 563 in 1883. The shrinkage of the Republican vote in many strong Republican localities was largely allowed for by the fact that the Democratic candidate for Governor was of Scandinavian nationality.

PRESIDENTIAL ELECTION IN 1884.

The political canvass for the election of President and Vice President in 1884 was of exceptional interest and importance. The opposition of the stalwart and independent Republicans to the nomination of James G. Blaine, the "Plumed Knight of Republicanism," and their defection from that party to the support of the Democratic nominee, coupled with the personal canvass of the Northern States of the candidates of the Prohibitionist and the Anti-Monopoly Greenback and Labor parties united in a fusion under the name of the People's party, seriously shattered party lines. The masses of the Republicans of Minnesota, however, rallied to the support of Blaine, who was their idol, and the State was only exceeded by Pennsylvania and Kansas in the plurality given him. The vote being James G. Blaine, 111,685; Grover Cleveland, 70,065; Benjamin F. Butler, 3,583; John P. St. John, 4,684; Blaine's plurality, 41,620.

The election in the Congressional districts resulted in the choice of five Republicans. In the first Milo White received 16,604 to the Democratic candidate, Adolph Biermann 13,961; A. Bierce received 594 votes. In the Second District James B. Wakefield received 20,813 votes to his Democratic opponent, J. J. Thornton 10,639, there were also cast for William Copp 1,079 votes. In the Third District Horace B. Strait received 16,456 votes, the Democratic nominee was Ignatius Donnelly, for whom 15,038 votes were cast; I. C. Stearns also received 568 votes. In the Fourth District John B. Gilfillan received 28,930 votes, while for O. C. Merriman, the Democratic candi-

date, 24,496 votes were polled. J. M. Douglas had 978 votes cast for him. In the Fifth District Knute Nelson received 25,609 votes, while Luther L. Baxter, his Democratic opponent, had 13,176.

The new Congressman from the Fourth District, John B. Gilfillan, was born in Barnet, Vermont, February 11, 1835, of Scotch descent. His education was limited to the common schools and an academy located at Caledonia, Vermont. After teaching school for three successive winters in the East he visited his brother-in-law at St. Anthony and obtained a position as school teacher. In his leisure hours he read law books and finally entered a law office, being admitted in 1860 to the bar in Hennepin county. He soon afterwards formed a partnership with James K. Lawrence which continued until his partner's departure for the seat of war. He practiced alone until 1871 when he became a member of the firm of Lochren, McNair and Gilfillan. This firm continued for a number of years when the elevation of Judge Lochren to the bench and the death of Mr. McNair necessitated a re-organization and a new partnership was formed. Mr. Gilfillan served as county attorney for several terms and was a member of the State Senate from 1876 until his election to Congress. He is now a resident of Minneapolis.

TWENTY-FOURTH LEGISLATURE.

The Twenty-fourth Legislature convened January 6, 1885. It was constituted politically as follows: In the Senate thirty Republicans, seventeen Democrats; in the House seventy Republicans, thirty-three Democrats. There were but four new members of the Senate. W. T. Wilkins from the third, E. C. Severance from the thirteenth, O. M. Hall from the twenty-second and H. H. Wells from the Forty-second District. In the House nineteen members were reelected and upon its organization John L. Gibbs, of Freeborn County, was elected Speaker.

Governor Hubbard in his message stated that since the last session of the Legislature there had been a marked increase in

the population of the State and a corresponding accession to the aggregate wealth of the people, the assessed valuation of real and personal property having increased fifty per cent since 1880. In speaking of the agricultural prospects of the State he stated that the harvests of the past year had been of surpassing abundance which under ordinary conditions would assure the people great prosperity, but the inability of the distributing markets to absorb this accumulation had created a plethora of cereal products that had caused a serious decline in values.

In the older portion of the State there had recently developed large interests in stock raising and dairy establishments that had been fairly remunerative. The question of State inspection of grain and the regulation of railroads were largely dealt with. Excessive freight charges and the discrimination in rates to shippers were quoted as acts of gross injustice and tending to the establishment of monopolies which would prove detrimental to the best interests of the producing population of the State.

The Legislature adjourned March 6, 1885. There were 615 bills signed by the Governor, 27 having been vetoed and 13 recalled. Important railroad, grain and dairy bills became laws. A railroad commission of three persons with a salary of $3,500 each, to be appointed by the Governor, was created. Their duties were to inquire into the condition and management of railroads and prosecute any railroad corporation that violated the laws of the State. They had the power to compel railroad companies to furnish cars to shippers in the order of their application without unjust discrimination, and to allow persons to construct warehouses of any capacity along the company's roads at their way stations. During the administration the railroad laws of the State were so perfected that they have formed the basis for all subsequent railroad legislation and the policy of the State in relation to internal transportation was firmly established. The present system of State grain inspection was also established at this time.

A grain and warehouse bill was passed governing the warehousing and inspection of grain at St. Paul, Minneapolis and

Duluth. Under the provisions of the dairy bill the Governor was to appoint a State Dairy Commissioner with a salary of $1,800. The manufacture of any oleaginous substance to resemble butter or the producing of butter and cheese from any other substance than pure unadultered cream or milk was made punishable by a fine of from $100 to $500 or from six months to one year imprisonment. Several bills looking to better sanitation were passed. Also a concise and acceptable penal code was to be prepared. The limits of St. Paul were extended making the western boundary coterminous with the eastern limits of Minneapolis.

By another act civil rights without the distinction of color or race were granted to all persons within the jurisdiction of the State, full and equal rights in any public conveyances either by land or water, theaters and places of amusement, hotels, restaurants, barber shops, etc. Violation of the law was punishable with a fine of not less than $100, or more than $500 or imprisonment for not less than thirty days or more than one year.

A general law in relation to co-operative or assessment, life, endowment and casualty insurance associations also for tornadoes, hail, cyclones and mutual insurance companies were passed. Crookston was incorporated as a city.

The Governor's salary was increased from $3,800 to $5,000 and the Attorney General's, from $2,000 to $3,500. Three district judgeships were created. The tree planting bounty act was extended ten years and provisions were made to take a State census. The Congress of the United States was by a concurrent resolution requested to place General Grant on the retired list and the Legislature's good wishes and congratulations were tendered to President Cleveland.

STATE ELECTION IN 1886.

The campaign for the election of State officials in 1886 which was the first since the biennial sessions of the Legislature, to occur at the same time as the Congressional elections, commenced early in the summer of that year. The Democratic con-

vention was held at St. Paul September 15, and their platform, after commending the administration of President Cleveland, advocated a thorough and complete tariff revision. They affirmed that Department of Agriculture should be raised to the dignity of a cabinet position; also that, inasmuch as railroads, telegraph, express and similar corporations were created by Federal and State law for public services they were therefore proper subjects for government control—favored free and open markets, equitable transportation charges and facilities equal alike for producers, dealers and consumers. Anti-monopoly laws were urged to equalize capital and labor, also that the great corporations, which in the past had done much for the aggrandizement of the State, should now be restrained from exercising authority and power which they now assumed in opposition to the weal of the people, who are their creators and therefore whose servants they are.

Eight hours for a day's labor was strongly demanded, also the establishment of a Labor Bureau in the State to secure better legislation for the payment of wages, health and safety of operatives, indemnification for injuries received, prohibition of the employment of immature children, also protection from the ravages of the usurer and tax title shark. They condemned the competition of convict labor with honest toil, also the practice of the State in leasing the labor of convicts. They favored a constitutional convention for adjusting the relations of labor to capital on a sound and equitable basis; expressed sympathy for the Irish patriots, also favored liberal pensions for the ex-soldiers and sailors of the Civil War, and for their benefit advocated the establishing of a soldiers home in the State.

They nominated Albert A. Ames of Minneapolis for Governor, John Frank for Lieutenant Governor, Luke Jaeger for Secretary of State, G. A. Lundberg for Auditor, Henry Poehler for Treasurer and J. N. Ives for Attorney General.

The following week the Republicans held their convention in St. Paul. In their platform they favored an honest silver dollar intrinsically equal in value to a dollar of gold. Their representatives at the next session of the Legislature were re-

quested to give their vote and influence to the establishment of a soldiers home in the State. In behalf of the farmers of the State they declared that present railroad and warehouse laws should be amended, that there should be a progressive reduction of railway freight and passenger rates, the practice of corporations watering their stock was condemned. A legal rate of interest of eight per cent and free text books for public schools were recommended. The planks of the Democratic party in regard to labor were duplicated and the action of the Minnesota delegation in Congress in voting for a revision of the tariff was approved. They favored high license, local option and rigid enforcement of existing laws relating to the liquor traffic.

The candidates for nomination of Governor before the convention were Andrew R. McGill who had been Insurance Commissioner for many years and had served with great credit in that office. He was credited to Nicollet County. Charles A. Gilman, of Stearns County, and John L. Gibbs, of Freeborn County. On the first ballot McGill received 163 votes, Gilman 101, Gibbs 96 and T. H. Barrett 1 vote. McGill became the nominee on the fourth ballot, the opposition not being able to unite on any compromise candidate. The balance of the State ticket nominated was for Lieutenant Governor, A. E. Rice; Secretary of State, Hans Mattson; Auditor, W. W. Braden, Treasurer, Joseph Bobleter; Attorney General, Moses E. Clapp. The Prohibitionists nominated for Governor, James E. Child.

This election was one of the most exciting held in Minnesota, the Democrats having struck a popular chord with the laboring classes. In the decade previous to this time there was a wave of temperance reform in many States and several attempts were made to pass constitutional prohibitory amendments. Kansas in 1880 ratified such an act but though a prohibition Legislature was elected there was great opposition to the enforcement of prohibitory laws. Iowa also in 1882 ranged herself on the side of radical temperance theories and the following year in Ohio the people for a third time voted in favor of prohibition. In Indiana, Connecticut, Pennsylvania, Wisconsin, Michigan, Nebraska, Massachusetts, New York, Illinois, Mis-

souri, West Virginia, Texas and Arkansas the amendment failed either by not passing the Legislature or not having received the requisite two-thirds vote.

Local prohibition by local option was in force at this time in various portions of the United States, supplemented in some States by high license laws in connection with a distance limitation from school houses and churches, which were considered to be prohibitory in effect.

There was an unsuccessful attempt to pass the prohibition constitutional amendment in Minnesota but there was, however, a growing agitation for the restraint of the liquor traffic which in the State campaign of 1886 influenced the Republican party to incorporate a plank in their platform advocating high license or local option. While no specified sum as a license fee was named the consensus of opinion seemed to favor a fee of $1,000 in cities of 10,000 inhabitants or over and half that amount in less populous localities. The Democrats while they expressed in their platform no stipulated sum were understood to favor a maximum fee of $500. This condition influenced many electors who held radical views upon the question to abstain from voting or to cast their ballot for James E. Child the Prohibition candidate. Those opposed to high license and local option, including a large element that affiliated with the Republican party, resented any restrictions that would increase the price or debar the sale of their favorite beverages, and manifested their hostility by working for the success of the Democratic candidates which to quite an extent influenced the result.

The entire Republican ticket was, however, elected; the vote for Governor being Republican, 107,068; Democratic, 104,-464; Prohibition 8,966; scattering, 37; Republican plurality, 2,600. There was some talk among the Democrats of contesting the election of McGill, in fact Dr. Ames, their candidate, came to St. Paul and took the oath of office as Governor before a magistrate, but the matter never proceeded any further and McGill was inaugerated.

In a resume of the election returns the Democrats carried twenty-seven counties; the counties carried by that party in

Edmund Rice.

1883 gave greatly increased majorities with the exception of Blue Earth, Clay, Fillmore, Meeker and Mille Lacs, all of which returned to the Republican fold except Blue Earth, the Democratic plurality of 397 in that county in 1883 being reduced to 138. The counties carried by the Democrats in 1886 which were Republican in 1883 were Aitken, Carlton, Crow Wing, Itasca, Hubbard, McLeod, Hennepin, Ramsey, Rice, Todd, Traverse, Washington and Wilkin. Hennepin the home county of the Democratic candidate gave him 396 plurality while Ramsey County reversed the Republican advantage gained in 1883 by giving a Democratic majority of 4,869. McLeod County that went Republican in 1883 gave a Democratic plurality of 726.

In the Congressional districts there were three Democrats and two Republicans elected. In the First District the Republican candidate, John A. Lovely, was defeated by Thomas Wilson, the Democratic nominee, by a vote of 17,491 to 14,633; D. H. Roberts received 1,458 votes. In the Second District John Lind, the Republican nominee, had 22,908 votes to A. H. Bullis, his Democratic opponent 13,260; there was also cast for George J. Day 2,114 votes. In the Third District John L. Macdonald Democrat was successful over his Republican competitor, B. B. Herbert, by a vote of 16,788 to 15,583; there was also cast in this district 988 votes for Noah Lathrop. In the Fourth District John B. Gilfillan who was re-nominated by the Republicans was defeated by Edmund Rice, his Democratic opponent, the vote being Rice 34,034, Gilfillan 28,909, Lyman W. Denton received 1,990 votes. The total vote cast in the Fourth District was larger than that of any other Congressional district in the United States in that year. There was little if any opposition to the re-election of Knute Nelson, he received 43,937 votes; there were cast for J. Henry Long, a Prohibition candidate, 1,239 votes.

The Congressman from the Fourth District, Edmund Rice, was born in Waitsfield, Vermont, February 14, 1819. His father's death occurred when he was only ten years of age. Before he was twenty years old he came West locating at Kalamazoo, Michigan, where he read law and in 1842 was admitted to

the bar; making commendable progress in his profession. He served in the Mexican War in 1847 and 1848 holding a commission of First Lieutenant in the First Michigan Volunteers. Mr. Rice came to St. Paul in 1849 and became the senior member of Rice, Hollinshead and Becker. He practiced his profession until 1855 when he embarked in railroad enterprises. He was elected president in 1857 of the Minnesota and Pacific Railroad Company also of its successor, the St. Paul and Pacific and the St. Paul and Chicago Railroad Companies, performing a large amount of service in the organization and promotion of Minnesota's railway system. Mr. Rice was an uncompromising Democrat and became a prominent figure in the politics of the State; he was a Representative in the Territorial Legislature of 1851, a Senator in the State Legislatures of 1864, 1865, 1873, 1874 and Representative in the sessions of 1867, 1872, 1877 and 1878. He was mayor of St. Paul in 1881 and 1882 also in 1884 which position he resigned to take his seat in Congress. He died at White Bear, July 11, 1889.

Chapter XI.

ADMINISTRATION OF GOVERNOR McGILL.

THE next occupant of the Gubernatorial chair was Andrew R. McGill. He was born in Crawford County, Pennsylvania, February 19, 1840; his youth was spent on his father's farm, his education being obtained at the village academy. Governor McGill, in 1860, went to Kentucky, locating near Covington, taught school and in the summer of the following year removed to St. Peter. In August, 1862, he enlisted in the Ninth Minnesota Infantry, after serving one year in the army he was discharged from the service on account of pulmonary troubles. He published and edited in 1864 and 1865 the St. Peter *Tribune*. He served one term as clerk of the District Court and in 1868 was admitted to the bar. Governor Austin in 1870 appointed him his private secretary, and before the completion of his term of office as Governor, made him Insurance Commissioner, which position he held until his inauguration as chief executive officer of the State. He afterwards was postmaster of St. Paul, and died in that city October 31, 1905.

TWENTY-FIFTH STATE LEGISLATURE.

The Twenty-fifth Legislature assembled January 4, 1887, there were thirty-one Republicans, thirteen Democrats, one Independent, one Farmers' Alliance, and one Democrat and Farmers' Alliance in the Upper House, and sixty-six Republicans and thirty-seven opposition in the Lower House.

The Senate was composed of new members, excepting D. F. Goodrich in the fifth, Thomas Welch in the eighteenth, A. H. Truax in the twenty-fifth, C. B. Buckman in the thirty-ninth. James Compton in the forty-third, and S. G. Comstock in the Forty-fourth District had been reelected. The pioneers of the State were well represented, there being twenty members who had settled in Minnesota previous to 1860, but one of these, however, Edward W. Durant, had been a resident previous to 1850. There were twenty-nine of the members natives of the United States, of these seven were from New England States, fifteen from the Middle States and seven from the Western States; of foreign nativity there were six Norwegians, four Swedes, two Germans, two Swiss, two Canadians, one Prussian and one Irish.

The following members had been former Senators: Charles G. Edwards, Charles S. Crandall, Anders K. Finseth, and Edward W. Durant. Tosten Johnson, Warrington B. Brown, Mathias Nachbar, Elisha A. Child, Marcus Johnson, Frank A. Day, Milton J. Daniels, George W. Thacker, B. Sampson, Alonzo J. Whitman, and Darwin S. Hall had been members of the House of Representatives. Among those that afterwards became prominently identified with the political history of the State, were the following:

Frank A. Day, a native of Wisconsin, who settled in Minnesota in 1874 and became connected with the Martin County *Sentinel* a newspaper published at Fairmont. He was a member of the State Legislature in 1878 and afterwards was a member of the Senate from 1891 to 1895, and on the promotion of David M. Clough as Governor in the latter year, as president pro tem of the Senate, became acting Lieutenant Governor. He was chairman of the Democratic State Committee in 1904 and 1906, and is now private secretary to Governor Johnson.

Milton J. Daniels of Rochester, a native of New York, settled in Minnesota in 1857; at the breaking out of the Civil War he raised Company F, Ninth Minnesota Infantry, and was commissioned Captain. Returning from the war to Rochester, having been promoted to Brevet Major, he was elected cashier

ANDREW R. McGILL.

of the Union Savings Bank and upon the reorganization of that institution as the Union National Bank in 1873 was elected cashier, which position he held until the death of his father, J. V. Daniels, in the fall of 1881, when he became president of the bank. He was a member of the Legislatures of 1883 and 1885.

Albert Scheffer, a native of Rheinberg, Prussia, and a banker of St. Paul, afterwards became a prominent candidate for the Republican nomination for Governor. The other Ramsey County district sent a Democrat, Robert A. Smith. He was private secretary to the second Territorial Governor, Willis A. Gorman, and was mayor of St. Paul, for a number of terms.

James Compton, of Otter Tail County, was born in Meadville, Pennsylvania. In April, 1861, he enlisted in a Pennsylvania regiment, served three months as a private; in November the same year he re-enlisted in the Fifty-second Illinois Infantry, was promoted to First Lieutenant, and for meritorious conduct at the Battle of Shiloh was made a Captain. He came to Minnesota in 1872 settled at Fergus Falls and engaged in banking. He was a member of the Senates of 1883 and 1887, and was commandant of the Minnesota Soldiers' Home. His death occurred suddenly at that institution in the winter of 1908.

David M. Clough afterwards became Governor. Alonzo J. Whiteman of Duluth, the youngest man elected to the Senate for a score of years, was born in Dansville, New York, June 19, 1860. He settled in Minnesota in 1882, after graduating from Hamilton College, Clinton, New York, and spending one year at the Columbia Law School in New York City. He was the first Democrat to be elected from Duluth to the Legislature, having been a member of the House of 1885. He afterwards obtained notoriety for criminal practices as a forger and for his latest offense of that character is now serving a term in a New York State penitentiary.

A statistical review of the House of Representatives discloses the fact that of 103 members there were five that were natives of the State; forty-one had acquired a residence pre-

vious to 1860 and forty-two were of foreign birth. There were fifty-seven of the members who followed farming for a livelihood, ten were merchants, eight lawyers, two bankers, the balance were engaged in various occupations. There were only eight of the members who had been re-elected. D. A. Morrison, Ignatius Donnelly and Curtis H. Petitt had been members of earlier Senates, while Samuel P. Snider and Kittel Halverson were afterwards members of Congress, and William R. Merriam was to become the next Governor.

One of the new members was Samuel G. Iverson, a native of Fillmore County, Minnesota, a graduate of the law department of the University of Michigan and present Auditor of the State.

The House organized and elected William R. Merriam Speaker. Governor Hubbard in his farewell message called attention to the movement for the improvement of the Mississippi River as being of practical interest to the people of the State. Stating that by the improvement of the Western waterways a large portion of the products of the West could be more cheaply transported to market, and that imports of heavy merchandise, coal, etc., could be moved in competition to railroads in a manner that would assure minimum freight charges. The inauguration of the Railway and Warehouse Commission created by the last Legislature, had resulted in an exhaustive investigation of the question of railway transportation, and had established a State policy of supervision and control of railroads that would prove of great advantage to the commonwealth. Though he admitted that the problem could not be satisfactorily solved until the adoption by the general government of a federal policy to determine all questions relating to interstate commerce. He stated there were operating in the State 4,900 miles of railroads. During his five years of the occupancy of the Governor's chair, the population of the State had increased sixty per cent and the assessed real and personal estate from $271,158,961 in 1881 to $458,241,777 in 1886.

In his inaugural address Governor McGill called the attention of the Legislature to the fact that the platforms of both

parties favored the establishment of a Soldiers' Home. The major part of his message was devoted to a discussion of questions relating to railroad transportation, taxation of railroads and railroad lands, grain storage by railroad companies, watering of railroad stocks, wheat grading, cheap passenger rates, etc.

In reference to the liquor traffic he said:

At this session you will be called upon to consider measures looking to the further regulation of the liquor traffic. The people have pronounced in favor of high license, local option, and the rigid enforcement of the laws regulating the liquor traffic; and they now turn to you in the hope and expectation that you will, in the form of suitable legislation, give effect to the verdict which they have found. Outside of the limited number engaged in the liquor traffic in the State, the people by a very large majority and without regard to political parties, favored the measures proposed.

The Legislature adjourned March 4, 1887. It surpassed in industry all of its predecessors by passing 265 general laws, 399 special laws and fifteen joint resolutions. Two most important subjects of legislation were for the regulation of the sale of liquor and the restraint of railroad abuses. A local option law was passed and in those places where liquor selling was not prohibited, an annual license fee in cities of 10,000 inhabitants or over was fixed at $1,000, and for other places one-half of that amount. Liquor dealers were also required to give bonds for the faithful observance of all laws regulating their traffic. The law went into effect July 1, 1887, and by September in a majority of the cities much improvement was manifest in the conduct of the business. There was on the average about one-third less saloons doing business, while the revenue derived from the remainder was fifty per cent greater than the total revenue under the old law.

The railroad legislation consisted principally of a modification of the railroad commission law and the adoption of amendments embodying features intended to prevent rebates and pooling. The sale of watered stock was forbidden, companies were made liable for negligence of their servants in personal injury cases.

Contract labor by convicts of the State or any municipality was forbidden; honorably discharged soldiers were to be given preference for public employment; a State Board of Medical Examiners was created, a Bureau of Labor Statistics, with a Labor Commissioner at its head was established and a Board of Emigration authorized. Telegraph and telephone companies were to be taxed. The probate and tax laws were to be revised, digested and codified; employers of female labor were required to furnish suitable seats for such employes. Women were to retain the same legal existence after as before marriage and sue or be sued in their own names, and possess the same legal rights as their husbands. Austin, Chatfield, Duluth, East Grand Forks and South St. Paul were incorporated as cities.

Three constitutional amendments were proposed and were sanctioned by the people at the next general election. One provided that a combination of persons seeking to monopolize the markets for food products in the State should be regarded a criminal conspiracy, a second increased the amount of exemptions from debt, while the third extended the session of the Legislature to ninety days.

A resolution being before the House to make an appropriation for repairs to the Capitol, an attempt was made by some of the members to remove the Capitol to the shores of Kaniyohi Lake, locating the Capitol on the site of the ten sections selected by the Commissioners in 1857 in pursuance of the act of Congress granting land to the State for public buildings. A communication was received from the citizens of Minneota offering 640 acres of land and $3,000,000 to locate the Capitol at that point, also from the citizens of Crookston stating they would pledge themselves to raise $5,000,000 if the Capitol was located in that city. The matter of removal was, however, definitely postponed and $20,000 appropriated to repair the Capitol.

In the State campaign of 1886 the election of a successor to Senator McMillan was one of the issues. Cushman K. Davis had for twelve years been prominently before the public as a probable candidate for the position.

There had been three senatorial elections since Davis's defeat in 1874, but like a wise student of politics he realized that St. Paul could not have two United Senators at the same time. Senator McMillan had been complimented by a re-election and now the time was propitious for the friends of Governor Davis to present his claims to the office. Governor Davis had always had a large following amongst the Republicans and many earnest friends among the Democrats. He had been careful to keep himself free from entanglement in factional strife and was by long odds the most prominent and popular member of the party in the State.

On the assembling of the Legislature, Senator McMillan returned from Washington, entertaining a hope that he might be elected for a third time, but on viewing the situation concluded there was no chance for him and withdrew his name. The Democrats nominated Michael Doran, but one ballot, however, was necessary to determine the election, Davis received every Republican vote except one cast for Gordon E. Cole, in joint convention his vote was 103, while Michael Doran received forty and Ara Barton two.

PRESIDENTIAL ELECTION IN 1888.

The campaign for the election of State officers commenced in the summer of 1888, the Prohibitionists were the first to hold their convention which met at St. Paul, July 25, they nominated a full State ticket headed by Hugh Harrison for Governor. Their platform contained the usual prohibition declarations and demanded that Congress should prohibit the importation of liquor into those States that had placed a ban upon the traffic. They also declared in favor of the imposition of various restrictions by the Legislature upon the railroads of the State.

On August 15 the Democratic State Convention was held at St. Paul, their nominee for Governor was Eugene M. Wilson, of Minneapolis. They commended in their platform the National Administration and policy, denounced the grain inspection laws of the State, deprecated the multiplicity of offices, accused the

State government of extravagances and arraigned the State executive for not interposing his veto for the protection of the State treasury against the schemes of the Legislature. Also that he had debased the civil service of the State to pay political debts; that even the judiciary had been prostituted by clothing with the judge's ermine incompetent parties to pay for services in the caucus and upon the stump. They thought the time had come to overthrow the politicians that had so long directed the affairs of the State.

The most unique convention of the year was a conference of farmers and labor organizations that met at St. Paul, August 28, under the name of the "Farm and Labor Party." They nominated a full State ticket headed by Ignatius Donnelly. The "Sage of Nininger," however, declined the honor, giving for his reason that at this time he was going to support the Republican ticket, as he deemed it the surest way of securing the demands of the labor man. J. H. Paul was then substituted to fill the vacancy.

The platform they adopted is replete with suggestions, it favored a revision of the tariff, government control of telegraphs, restriction of railroads. Money issued for exchange was to be issued direct to the people without the intervention of banks, the Australian voting law which abolished the caucus system should be adopted, the right to vote was inherent in citizenship without regard to sex. The reduction of freight and passenger rates on railroads to a sum sufficient only to pay the operating and maintaining expenses and to return to the stockholders only a fair rate of interest for the actual cost of the roads was recommended. The enactment of laws for factory inspection to protect the health and safety of employes, also for injuries sustained by them, was favored and that eight hours should constitute a day's work in all towns, and cities; that funds for meeting State and municipal contracts and weekly wages should be paid in lawful money. They concluded their platform with the following demand: "Any rate of interest above the average increase of wealth of the nation is robbery, therefore we demanded a reduction of interest in the State to a reasonable rate."

The Republicans met in convention on September 5. Their platform pledged the party to maintain the high license system, and commended the administration of Governor McGill and approved of civil service reform, the interstate commerce law and liberal pensions. They favored modification, readjustment and reduction of the tariff, but that the measures should be so framed that while it relieved the people of unnecessary taxation, it would not enter into competition with American industries. They declared their hostility to trusts and to all monopolistic combinations that seek to limit the production, price and control of the commodities of the country. They approved of a reform in the voting system, also a revision of the laws of immigration and naturalization and the prohibition of the importation of contract labor.

The candidates before the convention for Governor were Governor McGill, who sought a re-nomination, Albert Scheffer, a banker of St. Paul, also William R. Merriam, who as presiding officer of the House of Representatives at its last session had used that position as a stepping stone to the Governorship, and who was unwilling to curb his ambitious projects to give McGill a second term, became a candidate without the support of his home county delegates. By means of agents he had made a thorough canvass of the State, winning converts for his cause amongst the agricultural districts, while coquetting with the members of the Farmers' Alliance Party for their support.

Governor McGill was supported by Hennepin County, while Ramsey County favored Scheffer. Charles A. Gilman, of St. Cloud, was the dark horse in the convention and was looked upon as a possible compromise candidate. The first formal ballot resulted in Merriam receiving 169 votes, McGill 138, Scheffer 106 and Gilman twenty-eight. On the fourth ballot Merriam was nominated, his vote being 270, Scheffer, 72 and Gilman, 101. There was much newspaper talk about corruption in the nomination, and that McGill was unjustly set aside.

The Presidential and State elections were held in 1888 on the same day for the first time in Minnesota. It resulted in an overwhelming victory for the Republicans, the three Congres-

sional districts carried by the Democrats in 1886 were regained and though their candidate for Governor ran over 5,000 behind his ticket he was elected by a substantial plurality and the Republicans secured a majority of ninety on a joint ballot in the Legislature. The vote for President was Harrison 142,251, Cleveland 104,385, Fisk 15,311. The Governor's vote was Merriam 134,355, Wilson 110,251, Harrison 17,026, Paul 385.

There were eighteen counties carried by the Democrats for their State ticket, namely: Benton, Brown, Carver, Cook, Dakota, Hubbard, Itasca, Le Sueur, McLeod, Morrison, Pine, Ramsey, Scott, Sibley, Stearns, Traverse, Wabasha, and Winona, by reduced majorities from 1886, with the sole exception of Stearns County. The counties of Pine and Traverse gave majorities for the Presidential Republican ticket.

In the First Congressional District Thomas Wilson was defeated for a re-election by Mark H. Dunnell, the vote being for the latter 18,829 to 16,985 for the former; Robert Taylor, the Prohibitionist candidate received 1,568 votes. In the Second District John Lind, Republican, defeated Morton S. Wilkinson, Democrat, by a vote of 25,699 to 16,480; the Prohibitionist candidate, D. W. Edwards, polled 2,924 votes. In the Third District John L. Macdonald was defeated for re-election by Darwin S. Hall the Republican nominee, he receiving 19,259 votes to his competitor's 16,391; for the Prohibitionist candidate C. A. Fosnes, there were cast 1,843 votes. In the Fourth District Samuel P. Snider, on the Republican ticket, defeated Edmund Rice for re-election, Snider 44,329, Rice 34,323; the candidate on the Prohibition ticket, J. P. Pinkham, received 3,721. In the Fifth District Solomon G. Comstock, the Republican candidate, received 31,350 while 23,831 were cast for Charles Canning, Democratic nominee, and 4,254 for Z. D. Scott, Prohibitionist.

Darwin S. Hall was born in Kenosha, Wisconsin. He received an academic education. He enlisted in the Fifty-second Wisconsin Infantry, and served with his regiment to the close of the war. In 1886 he settled in Renville County and engaged in farming. He was a member of the Minnesota House of Representatives in 1876 and the Senate in 1887.

Samuel P. Snider was born in Mount Gilead, Ohio, October 9, 1845. He came to Minneapolis in 1876 and became interested in real estate. His military record is as follows: Enlisted December, 1861, in Company D, Sixty-fifth Ohio Infantry; afterwards Captain Thirteenth United States Colored Infantry; wounded at the Battle of Stone River, Tennessee; and at Chickamauga received a disabling wound through his left hand. He was a member of the House of the Minnesota Legislature in the twenty-fourth and twenty-fifth sessions.

Solomon G. Comstock was born in Argyle, Maine, May 9, 1842; he received an academic education, studied law and attended the law school of the University of Michigan. He was admitted to the bar in 1869, and the following year came to Minnesota. He was a member of the House of Representatives in the State Legislature from 1876 to 1882 with the exception of one session and was elected to the Senate in 1882 and again in the twenty-fourth and twenty-fifth sessions.

Chapter XII.

ADMINISTRATION OF GOVERNOR MERRIAM.

THE election of William Rush Merriam to the highest State office in the gift of the people, was a departure from the beaten track of State politics heretofore followed. He had no military record to his credit, nor had he distinguished himself in any civil positions of importance. He had been treasurer of the Board of Education of St. Paul, represented his district in the Lower House of the Legislature for two terms and was Speaker one term. He was identified with the State Agricultural Association as its president. In the prime of life; not quite forty years of age, on his inauguration as Governor; he was simply a prominent and active business man, who had developed a decided taste for politics, which he indulged in almost to excess.

Governor Merriam was born in Wadham's Mills, New York, July 26, 1849. His father, Colonel John L. Merriam, removed to St. Paul when young Merriam was only twelve years of age. On his maternal side he was of French extraction, and his paternal ancestors were Scotch.

Young Merriam, at the age of fifteen entered an academy at Racine, Wisconsin; afterwards a college in that city and graduated in 1871 as the valedictorian of his class. Returning to St. Paul after his graduation, he secured a position as clerk in the First National Bank. In 1873 he was elected cashier of the Merchants' National Bank; seven years later, he became vice-president of that institution, and in 1889 president, which position he held at the time of his inauguration as Gov-

ernor. After his Gubernatorial terms he engaged in real estate operations at West Superior, Wisconsin, at Chicago, and at Tacoma, Washington. He was also interested in electric railways and water works, and many of these ventures proved unsuccessful. McKinley appointed him Director of the National Census of 1900. Governor Merriam is now (1908) a resident of Washington, D. C.

TWENTY-SIXTH STATE LEGISLATURE.

The Twenty-sixth Legislature began its session January 8, 1889. It was composed of thirty-one Republicans and sixteen opposition in the Senate and eighty-nine Republicans, eleven Democrats, two Independents and one Independent Republican in the House, which gave the Republicans ninety majority on joint ballot. The only change in the membership of the Senate from the preceding session was in the Forty-fourth District, where Elon G. Holmes, a banker, of Detroit, succeeded Solomon G. Comstock, who resigned on account of his election to Congress.

In the House there were thirteen members re-elected. The foreign element did not predominate so largely as in the last House. There were thirty naturalized citizens, while nineteen members were natives of the State. There were thirty-seven farmers, nineteen lawyers, and thirteen merchants amongst the members. The oldest member was Stephen B. Barteau, of Zumbrota, who was born in 1816 and who cast his first vote for President William Henry Harrison. John McNelly and Julius H. Ackerman, Jared Benson, B. M. James, Joseph Swain, Marcus Wing, J. C. Flynn, Charles G. Halgren, Frederick W. Hoyt, C. W. H. Heideman, Fred Lossow and Martin A. Maland had represented their districts in previous Legislatures.

Among the new candidates for Legislative honors were Charles R. Davis, of St. Peter, the present Representative in Congress from the Third District; R. C. Dunn, of Princeton, the defeated Republican candidate for Governor in 1904; Frederick C. Stevens, of St. Paul, the present Representative in

Congress from the Fourth District, and Edward T. Young, of Appleton, the present Attorney General of the State.

From Houston County came a Democrat, James C. Kelly, who defeated G. F. Potter for re-election by a plurality of four votes, being the only member of his party to be elected in that county. From the Democratic county of Le Sueur came a Republican, Joseph C. Swain, a native of Pennsylvania and a resident of Minnesota since 1856. The Twentieth District sent as one of its Representatives, Hudson Wilson, president of the Citizens' National Bank of Faribault. He was born in the Buckeye State, in 1830, settled in Minnesota in 1857, and had been engaged in banking for thirty-two years, and for twenty years was treasurer of the Board of Directors of the Minnesota Institute for the Deaf, Dumb and Blind, and for the School for Idiots and Imbeciles.

Frederick W. Hoyt, of Red Wing, the member from Goodhue County, was born in New York, received a university education and was admitted to the bar in 1865. He was president of the Duluth, Red Wing and Southern Railroad, and was engaged in various manufacturing interests in his residential city.

From the Twenty-eighth District came Alvah Eastman, of Anoka. He was born in Lowell, Maine, and, after receiving a common school education, at the age of fifteen entered a newspaper office, where he served three years. In 1880 he came to Minnesota and became editor and proprietor of the Anoka *Herald*. He is at the present time (1908) a resident of St. Cloud. Frank E. Searles, of St. Cloud, a Republican elected in the Democratic county of Stearns, as a business man's candidate, was a native of New York and located in Minnesota in 1873. He was admitted to the bar in 1876 and was for four years United States District Attorney for Minnesota. George T. Barr, interested in banking at Mankato, and a former mayor of the city, was one of the Representatives from the Tenth District.

The House organized and chose Charles Hinman Graves, of Duluth, Speaker. The presiding officer was born in Springfield, Massachusetts. He received a common school and academic education. He enlisted as a private soldier in June, 1861, in the

Fortieth New York Volunteers and was promoted to Lieutenant and Captain in that regiment; afterwards he became Major, Assistant Adjutant General, Brevet Lieutenant Colonel and Colonel in the United States Volunteer service, and first Lieutenant, Captain, Brevet Lieutenant Colonel in the regular army and resigned in 1870; the last four years of his service he was stationed in Minnesota. After his resignation from the army, he located at Duluth, where he engaged in merchandising. He was State Senator from 1873 to 1876, inclusive, and mayor of Duluth two terms. He was afterwards member of the Capitol Commission, and is at present (1908) Envoy Extraordinary and Minister Plenipotentiary to the Court of Sweden.

Governor McGill devoted the first part of his final message to railroad affairs. He stated that since the passage of the interstate commerce laws, and the appointment of a State Railroad Commission, the tendency of rates had been constantly downward. He advocated the formation of a pardoning board to pass upon the applications of convicts for pardon, the board to report its findings and recommendations to the Governor. High license, Red River Valley drainage, civil service, a geological survey of the State and reapportionment were a few of the many subjects commented upon by the retiring Governor.

Governor Merriam, in his inaugural address said: "The industrial development and growth in population of Minnesota during the last "quarter of a century are almost without parallel in the history of the States. The transition from an undeveloped territory to the majesty of a great State has been so rapid that we might well believe the change was wrought by the hand of magic." In his message he was a zealous eulogist of the State; State revenues, agricultural conditions, railroad transportation, and the reapportionment elective system, were a few of the subjects to which the attention of the Legislature was called. He advocated the selling of the Capitol site and lands in Kandiyohi County, the establishment of a technological institute at Duluth, and a stricter enforcement of the game laws.

The Legislature adjourned April 23, 1889. The most important act of the session was the establishment in cities of 10,000 inhabitants or over, a secret system of voting, similar to the Australian system. The State Auditor was required to furnish to such cities, at the State's expense, printed white ballots containing the names of all the candidates to be voted for throughout the State, and all constitutional amendments; the county auditors, at the county's expense were to furnish blue ballots containing the names of the candidates to be voted for throughout the county, and city clerks were to furnish red ballots containing the names to be voted for throughout the city. Each candidate on the white ticket was to pay a fee of $50; candidates on the blue ballots $10 and those on the red $5. The voter's choice was to be indicated by a cross opposite the name of the candidate, or, if he wished to vote the whole ticket, by a cross at a place designated at the top of the ticket. Booths were to be provided at the polling places, and the ballots were to be blocked and each signed on the back by the initials of the ballot clerk distributing them. The voter was to retire to the booth alone, indicate his choice on the ticket and fold the ballot so that the initials of the clerk would appear on the outside, and hand it to the election judge, who was to deposit it, if properly signed, in the white, red, or blue ballot boxes respectively.

A board of registration was established in the cities, every ward to constitute an election district, with the proviso that no district should contain more than four hundred voters. Polls were open from 6 A. M. to 5 P. M.; the hour of closing was afterwards changed to 7 P. M. A penalty was imposed upon the voter for disclosing his choice, or any one interfering with him while preparing his ballot, and for other violations of the law. The bill was introduced by John A. Keyes, of Winona, and was modeled after the election laws of Michigan.

A new law regulating the execution of criminals was passed, prohibiting the details from being published in newspapers. No persons were to be admitted as witnesses to an execution except a clergyman or priest, a doctor, three persons selected by the prisoner, and six persons selected by the sheriff, it specifically

prohibited the presence of newspaper representatives or reporters. By another act, a person that served two terms of not less than three years in prison was declared a habitual criminal, and on a third conviction was to be sentenced for twenty-one years.

The State was redistricted for members of the Legislature. A new probate code was established. Memorial Day and Washington's birthday were made legal holidays. The sum of $12,000 was appropriated for the publication of the history of Minnesota soldiers in the Civil War. Appropriations were made for the erection of monuments to commemorate the Battle of New Ulm and the surrender of the prisoners held by the Indians at Camp Release during the Sioux outbreak of 1862; also for a bronze tablet to be erected at the point on the battlefield of Gettysburg where Pickett's assault was repulsed by the Union troops, the First Minnesota Infantry being the most noted in that daring action.

Another act prohibited the gift or sale of cigarettes, cigars or tobacco to minors under sixteen years of age, the penalty being thirty days' imprisonment, or a fine of $50 or both. The inmates of the Soldiers' Home were declared to be legal residents of the city in which it is located. The cities of Barnesville, Little Falls, Sauk Centre, Tower, and West St. Paul were incorporated. Articles of incorporation were granted to the Minnesota Society for the Prevention of Cruelty, also for the Young Men's Christian Association.

By a resolution of both Houses, Henry George was invited to address the Legislature on the subject of the single tax. Hannibal Hamlin, of Maine, ex-Vice President of the United States, was, on February 19, a guest of the Legislature. A concurrent resolution was adopted in recognition of the Presidential administration of Grover Cleveland as wise and patriotic; also one extending congratulations to Charles Stewart Parnell for his triumph over *The London Times* and the vindication of his honor as a man and a true patriot.

The term of Senator Sabin as United States Senator, expired March 4, 1889, and on the assembling of the Legislature a vigorous campaign was commenced for the election of his suc-

cessor. Sabin was a candidate for re-election; his principal competitor was William D. Washburn, of Minneapolis. The Senatorial contest began with the election of Speaker. C. H. Graves, of Duluth, was the candidate of the Sabin interests, and D. F. Morrison, of Albert Lea, of Washburn's followers. Graves received the caucus nomination which was considered as presaging victory for Sabin.

There were one hundred and twenty-five Republicans in the Legislature. At a meeting of Washburn's supporters there were only thirty-five present, although they were the leaders of the party, and really counted more than that numerically. Ignatius Donnelly was an avowed candidate, more to antagonize Washburn's chances than with any hope of being successful himself. He did not have sufficient support to become a caucus nominee, but had been endorsed by the State Farmers' Alliance at an annual meeting held just before the opening of the Legislative session.

The Republicans hardly knew whether they wanted to go into caucus or not, but finally decided to hold one. Accordingly the caucus was held on January 17. There were one hundred and twenty-one members present. On the first formal ballot Washburn received fifty-two votes; Sabin forty-three; Donnelly fifteen; Knute Nelson seven, and there were a few other scattering votes. There were three subsequent ballots, and when on the second Washburn lost two votes and Sabin gained nine, the result being Washburn fifty-six and Sabin fifty-five, there was much confidence on the part of Sabin's friends of his speedy nomination; but on the next ballot Washburn received sixty-two and thereby became the nominee of the caucus.

Sabin afterwards claimed he had sixty-eight pledged votes. The usual rumors of bribery were afloat. Both Houses of the Legislature passed resolutions and appointed committees for investigation, the object being to form the basis of a bolt from the caucus nominee. Senator Sabin, however, did not encourage such proceedings. Under the laws of Congress the vote for Senator had to be taken on the following Tuesday, and on the night of that day the Senate met in secret session and the

testimony taken before the committee was read from the stenographic notes. After the reading, without debate, the committee making no recommendations, it was left to each Senator to decide his course of action for himself. The result was that the Senate decided to ballot for United States Senator, and at midnight a ballot was taken. Washburn received twenty-four votes; Eugene M. Wilson three. There were present fifteen members who refused to vote; of these three were Republicans and twelve were Democrats.

The House Commitee having presented a report stating that it had discovered no evidence of bribery, the House proceeded to ballot for Senator with the following result: William D. Washburn, eighty; Edward W. Durant, nine; Charles M. Start, eight; Eugene M. Wilson, two; and Moses E. Clapp, one. Washburn having received a majority of the votes in the House and not in the Senate, it became necessary the following day to hold a joint convention and the first ballot resulted in the election of Washburn, he receiving one hundred and seven votes.

William Drew Washburn was born in Livermore, Maine, January 14, 1831, and was the youngest of the noted Washburn brothers. His primary education was obtained in the district school. He afterwards taught school and worked upon his father's farm until twenty years of age; prepared himself for college and by his unaided efforts entered Bowdoin College, graduating in 1854. He was admitted to the bar in 1857, and the same year came to Minneapolis as agent of the Minneapolis Company, in which he afterwards became a partner.

President Lincoln, in 1861, appointed him Surveyor General of Minnesota. During his term of office of four years he resided in St. Paul. On his return to Minneapolis he built a large saw mill and engaged extensively in the lumber trade. He was also connected with a large lumber and flour mill at Anoka, and in association with others erected the Palisade Flour Mills at Minneapolis. He was the active leader in the promotion of the Minneapolis and St. Louis and Minneapolis and Pacific Railways, and also of the Minneapolis, Sault Ste. Marie and Atlantic Railway, of which company he became president in

1883, a position he held for many years. Senator Washburn was a member of the State Legislature two terms and was in the Lower House of Congress three terms. He has been closely identified with the growth and prosperity of Minneapolis, where he now resides and is one of its most distinguished citizens.

STATE POLITICS IN 1890.

The first State ticket in the field in the summer of 1890 was that of the Prohibitionists, who held their convention at St. Paul, June 26, and nominated J. P. Pinkham for Governor. Their platform, in addition to the usual declarations on the prohibition question, contained planks favoring various reforms demanded by the Farmers' Alliance. Some days prior to the holding of this convention the executive committee of the Alliance had issued a call for a State convention of that order to be held at St. Paul, July 16, for the purpose of taking independent political action. This call was issued in response to instructions from a large number of local Alliances and met with the approval of the order throughout the State.

The Farmers' Alliance was a national organization of agriculturists for mutual improvement and the furtherance of their political interests. It was founded in New York, about the year 1873, and was an anti-secret organization. It spread rapidly. Its largest development, until about 1890, was in 1883 and 1884. There were various other organizations of farmers, some secret and others benevolent associations, namely; "The Agricultural Wheel," "The Farmers' Union." "The Alliance of Texas," and the "Farmers' Union of Louisiana." These organizations, which had come together under one national organization in 1889, adopted a plan of confederation with the "Knights of Labor," and the name was changed to the "National Farmers' Alliance and Industrial Union." There was much confusion as to name, however, owing to the fact that each State had its own particular name; and so "Unions," "Wheels" and "Alliances" existed all over the country. The subordinate bodies, however, conformed

to the constitution of the national organization, and obtained charters from them. No Alliance, Wheel or Union, however, could use any secret work other than that permitted by the national constitution.

The expressed purpose of the order was:

1. To labor for the Government in a strictly non-partisan spirit, and to bring about a more perfect union of all classes.
2. To demand equal rights for all and special privileges for none.
3. To approve the motto: "In things essential, unity; and in all things, charity.
4. To develop a better state, mentally, morally, socially, and financially.
5. To strive constantly to secure harmony and good will to all mankind, and brotherly love among ourselves.
6. To suppress personal, local, sectional and national prejudices, all unhealthy rivalry and all selfish ambition.
7. To visit the homes where lacerated hearts are bleeding, to assuage the sufferings of a brother or sister, to bury the dead, care for the widows, educate the orphans, exercise charity towards offenders, construe words and deeds in their most favorable light, grant honesty of purpose and good intentions to others, and protect the principles of the Farmers' Alliance and Industrial Union until death.

Women were admitted to full membership, but paid neither dues or fees. No person was eligible to membership who was under sixteen years of age. The plan of action was first to agree upon a needed reform, then to endeavor to persuade each political party to legislate in that behalf. If all parties failed to accomplish reform the Alliance should devise ways to enforce it. That the reforms must come through legislation was recognized, but that it required a separate ticket in the field was not deemed necessary. If legislation could not be shaped in any other way, the Alliance was to nominate its own candidates. State Alliance exchanges were established which enabled the farmers to purchase machinery and commodities at wholesale prices.

At the annual meeting of the National Farmers' Alliance and Industrial Union in 1889 friendly greetings were exchanged with the Prohibition and Single Tax parties. At the meeting in 1890 a platform was adopted demanding the abolition of na-

IGNATIUS DONNELLY.

tional banks, and the adoption of Federal laws preventing the dealing in futures of all agricultural and mechanical products; the free and unlimited coinage of silver; the passage of laws prohibiting the alien ownership of lands, the doctrine of equal rights to all and special privileges to none, and the issuing of fractional currency by Congress. Amendments were incorporated calling for the experiment of Government control of all means of transportation and communication "and absolute ownership if this plan proves inadequate." An approval was also given to the sub-treasury bill then before Congress, which provided that whenever a county could show that over $500,000 worth of wheat, corn, oats, or cotton had been raised, a sub-treasury should be established within its limits to enable the farmer to deposit his produce, whatever it might be, and receive therefor treasury notes for eighty per cent of its value, which were to be legal tender.

A call was also issued for a national conference at Cincinnati, Ohio, in 1891 to discuss the forming a third political party. This conference was held and on May 19, 1891, the People's Party was founded. A national committee was appointed and authorized to make satisfactory coalition with other reform organizations and to call a convention of the People's Party the following year for the purpose of nominating a national presidential ticket.

The Farmers' Alliance convention of Minnesota, met at the specified date and was called to order by R. J. Hall, who stated that the farmers of the State had decided upon taking independent action that would ultimately result in the formation of a new political party. Ignatius Donnelly was present, defined his position and said he woul support the ticket nominated. Labor delegates to the number of fifty-three were admitted; the Alliance members of the convention aggregated 452.

The platform adopted demanded that the war tariff should be revised; declared for the Governmental control of railroads, for free and open markets for grain, and for a schedule railroad rate similar to that in force in Iowa. Mortgage indebtedness was to be deducted from the tax on realty. The platform

further opposed the giving away of valuable franchises to railroad corporations by the State and municipalities; favored the improvement of waterways, also that the Australian system of voting should be established throughout the whole State. United States Senators and Railroad Commissioners should be elected by the people, and the settlement of strikes was to be by arbitration.

The candidates put in nomination for Governor were Knute Nelson, Ignatius Donnelly, Daniel Buck, R. J. Hall, Henry Plowman and James H. Baker, the last named, withdrew his name. On the second formal ballot Ignatius Donnelly received 238 votes. R. J. Hall 220, Daniel Buck 232. Mr. Donnelly then withdrew his name, and at the commencement of the third ballot Sidney M. Owen exhibited such strength that he was nominated by acclamation. Mr. Owen was a Democrat and editor of the *Farm, Stock and Home,* an agricultural journal published at Minneapolis, where he resided. A prohibition plank in the platform failed to meet with the approval of the convention, but the candidate for Lieutenant Governor, J. O. Barrett, nominated by that party, was endorsed. The Alliance candidates nominated for Auditor and Attorney General, declined to serve and the Democratic nominee for Auditor, Adolph Biermann, and the Prohibitionist nominee for Attorney General, Robert Taylor, were substituted.

The Republicans, at their convention at St. Paul, July 24, in their platform endorsed the National and State Administrations; and also declared that the tariff laws should be so adjusted as to protect American industries. The platform approved of the reciprocity treaties with Southern and Central American Republics; claimed that the high license policy in regard to the liquor selling in the State had inaugurated the best and most efficient methods of dealing with the evils attendant upon such traffic. It favored discriminating legislation on the subject of immigration, a reduction of the legal rate of interest, the introduction of a binding twine industry in the State prison and supplying the product to the citizens of the State at the cost of production. It approved of the Australian system of voting for the entire State, and recommended its adoption.

An informal ballot for Governor was taken resulting in William R. Merriam receiving 350 votes, Knute Nelson seventy-four and William W. Braden thirty-four. A motion was made and carried to make the ballot formal. Joseph Bobleter was re-nominated for Treasurer, and Moses E. Clapp for Attorney General. Gideon S. Ives became the candidate for Lieutenant Governor, Fred P. Brown for Secretary of State and Peter J. McGuire for Auditor.

The Democratic State convention met at St. Paul, September 9. Thomas Wilson was unanimously nominated for Governor at the head of a full State ticket.

The rapid growth in popularity of the Alliance principles was a market feature of the canvass preceding the November election. Merriam received 88,111 votes; Wilson 85,844; Owen, 58,514; and Pinkham, 8,424; a plurality for Merriam of 2,267. The Republicans on the State ticket were elected, with the exception of the candidate for Auditor, who was defeated by Adolph Biermann, the nominee of the Democratic and Alliance parties. The Republican pluralities for State offices were much larger than those for Governor, ranging from 8,347 to 12,463; Biermann's majority was 22,722.

An analysis of the vote showed that the Democrats carried seventeen counties, Benton, Brown, Carver, Dakota, Hennepin, Houston, Le Sueur, McLeod, Morrison, Olmsted, Ramsey, Scott, Sibley, Stearns, Wabasha, Waseca and Winona. They lost five counties carried in 1888; Cook, Itasca and Pine that went for Merriam; Hubbard and Traverse were carried for Owen. The Farmers' Alliance party drew its strength mostly from the Republican party, and principally from the Scandinavian nationalities. The defection of the latter may have been from two causes: first, that they were strongly imbued with the principles and doctrines of the Farmers' Alliance platform, and, secondly, the neglect of the Republican party to properly recognize their nationality in the formation of its State ticket.

Owen carried twenty-four counties, namely: Chippewa, Chisago, Dodge, Douglas, Grant, Hubbard, Jackson, Kittson, Lac qui Parle, Lincoln, Lyon, Marshall, Murray, Norman, Otter

Tail, Pipestone, Polk, Pope, Renville, Stevens, Swift, Traverse, Wilkin and Yellow Medicine.

The election in the Congressional districts resulted in the choice of three Democrats, one Farmers' Alliance, and one Republican. In the First District W. H. Harries, the Democratic candidate, defeated Mark H. Dunnell for re-election by a vote of 17,198 to 14,875. In the Second District John Lind was re-elected by a plurality of 482; Lind, Republican, 20,788; Baker, Alliance, 20,306. In the Third District O. M. Hall, Democrat, defeated Darwin S. Hall, Republican, for re-election, by a vote of 17,539 to 13,106; the Alliance and Prohibition parties each had a candidate in the district. In the Fourth District S. P. Snider, Republican, was defeated for re-election by James N. Castle, Democrat, by a vote of 35,903 to 30,175; the Prohibitionist candidate in this district had 3,382 votes. In the Fifth District S. G. Comstock, Republican, was defeated for re-election by Kittel Halverson, the Alliance candidate, the former receiving 19,372 votes to the latters' 21,154. The Democratic candidate in this district received 16,203 votes.

William Henry Harries, of Caledonia, was born in Montgomery County, Ohio, January 15, 1843. He removed to La Crosse, Wisconsin, where in 1861 he enlisted as a private in the Second Wisconsin Infantry and rose from the grade of non-commissioned officer to a Second and First Lieutenancy in that regiment. He was commissioned Captain in the Third United States Veteran Volunteers in General Hancock's Corps. He was severely wounded at the Battle of Antietam, and was discharged from the service in April, 1866. He then studied law, and graduated from Ann Arbor Law School. He located in Houston County, and was admitted to the bar. His political affiliations were with the Democratic party and he had held county and village offices. He is at present (1908) Secretary of the State Soldiers' Home Board.

Osee Matson Hall, of Red Wing, was born in Conneaut, Ohio, and was a graduate of Williams College in the class of 1868. He located in his residential city in 1869 and was a member of the legal fraternity. He is at present (1908) member of the State Tax Commission.

James N. Castle, of Stillwater, was a native of Sheffield, Province of Quebec, Canada. He received a common school education, read law and was admitted to practice. He came to Minnesota in 1862, taught school and in 1865 was elected county attorney of Washington County. The following year he located at Stillwater, and prior to his election to Congress had represented his district in the Senate in six legislatures.

Kittel Halverson, of North Forks, was born at Tolmarken, Norway, December 15, 1846. His parents emigrated to the United States, settling in Wisconsin, before he was of age. He enlisted in the Union army in 1863 as a private in the First Regiment Wisconsin Heavy Artillery. In 1865 he removed to Minnesota, engaged in farming and stock raising, and in time became identified with the Farmers' Alliance, which party elected him to the State Legislature in 1887.

Chapter XIII.

ADMINISTRATION OF GOVERNOR MERRIAM.

TWENTY-SEVENTH STATE LEGISLATURE.

THE Twenty-seventh Legislature assembled January 6, 1896. The new apportionment law of 1889 divided the State into fifty-four Senatorial and Representative districts. The Senate was to consist of fifty-four members, the House of Representatives of one hundred and fourteen members. The advent of the Farmers' Alliance party and the strength of its following had upset all political calculations in the State. In some districts there had been a fusion of the Democratic and Alliance parties; but in a majority of the counties there were three, and sometimes four, separate tickets in the field. In the Ramsey County districts party politics were harmonized for the reason that the vital question of the retention of the capital was paramount to all other considerations. In three or the four Senatorial districts there were tickets labeled, "Citizen's Republican" and "Citizen's Democrat." The only opposition to them was in one district where there was a Prohibition Senatorial candidate.

In the Wright and Sherburne County district, and also in the Kandiyohi County and Forty-ninth District,—the last named comprising Big Stone, Grant, Stevens, and Traverse Counties—the candidates for Senator on Independent Republican tickets were elected, notwithstanding there was a regular Republican ticket in the field. The political make up of the Senate was twenty Republicans, fifteen Democrats, thirteen Alliance, two

Citizen's Republicans, one Citizen's Democrat, and three Independent Republicans. In the House there were forty-seven Democrats, thirty-eight Republicans, twenty-four Alliance, two Citizen's Democrats, two Alliance and Prohibition, and one Alliance and Republican.

In the Senate the Republicans had re-elected Henry Burkhardt, of Wabasha County; Frank A. Day, of Martin County; C. S. Crandall, of Steele County. A. Y. Eaton, of Wright County, an Independent Republican, again represented his district, although the number had been changed from the thirty-third to the Thirty-eighth District. Henry Keller, of Stearns County, a Democrat, was also re-elected.

There was one native of the State in the Senate, James C. Kelly, a Democrat, from the Republican county of Houston, who had been a member of the previous House of Representatives. George T. Barr, of Mankato; Charles R. Davis, of St. Peter; Eric Sevatson, of Windom; John Day Smith, of Minneapolis; Hiram F. Stevens, of St. Paul, were all members of the House of Representatives of 1889. R. O. Craig, of Waseca County; Samuel D. Peterson, of Brown County; Ignatius Donnelly, of Dakota County, and John B. Sanborn and Charles H. Lienau, of Ramsey County, had been members of earlier Senates, while J. W. Peterson, of Goodhue County, had been a member of the Senate, with the exception of two sessions, since 1881.

There was a contest in the Washington County district. J. S. O'Brien, the Democratic contestant, was declared legally elected to the seat held by Jasper N. Searles, Republican. There were twenty members of foreign nativity, and the pioneer element of Minnesota was represented by twenty-one who had been residents of the State previous to 1860. The members interested in farming predominated, there being twenty-one engaged in that occupation.

Among the new members were William B. Dean, Republican, of St. Paul, a native of Pittsburg, Pennsylvania, who located in St. Paul in 1856, where he was engaged in mercantile pursuits, and had held various municipal offices. James A. Tawney, Republican, of Winona, present Congressman from the

First District, made his first appearance in the Senate. J. A. Kiester, Republican, of Blue Earth City, represented the Faribault County district. He was a native of Pennsylvania, who received his education at Mount Pleasant and Dickinson Colleges in that State; studied law and was admitted to practice in 1855. He settled in Faribault County two years later and engaged in the practice of his profession. He had been a member of the House in the State Legislature of 1865. Hiram F. Stevens, Republican, of St. Paul, was born at St. Albans, Vermont, September 11, 1852. He completed his education at the University of Vermont and in Columbia College Law School. He was admitted to the bar in his native State, in 1874, and came to Minnesota five years later and became prominently identified in his chosen profession. He had been vice-president of the American Bar Association, secretary of the Minnesota State Bar Association, and president of the St. Paul Bar Association. He died in St. Paul, March 9, 1904.

John Day Smith, Republican, of Minneapolis, was born in Litchfield, Maine, in 1845. During the Civil War he enlisted in the Nineteenth Regiment Maine Volunteers, and participated in all the campaigns of the Army of the Potomac, and was severely wounded before Petersburg, Virginia. He graduated from Brown University in 1872 and was admitted to the bar in 1878, and two years later came to Minneapolis, where he has since resided, being engaged in law practice, and is at present (1908) Judge of the Fourth Judicial District.

W. W. Mayo, Democrat, of Rochester, was born in England in 1820. He settled in Minnesota in 1854, after receiving an *ad eundem* degree as a physician and surgeon from the University of Missouri. He practiced medicine and surgery and had been mayor of the city of his residence and president of the State Medical Society.

In the House of Representatives nine members had been re-elected. The majority of the House were farmers. There were nine sons of Minnesota, while thirty-five were of foreign nativity in the membership. The pioneer element was represented by twenty-four members, one of whom, H. C. Lyman, of

Big Stone County, though only fifty-one years of age, had been a resident of the State since 1846. E. E. Price, Democratic and Farmers' Alliance candidate, in the Forty-sixth District, successfully contested the election of Robert C. Dunn.

The House organized, and by a coalition of the Democratic and Alliance members elected E. T. Champlin, of Blue Earth County, Speaker. The presideng officer, a lifelong Democrat, was one of the three Alliance members elected from the Tenth District, and was born in Vermont. He settled in Minnesota in 1860, engaged in farming, served with some distinction in the Third Minnesota during the Civil War, and had been a member of the House of Representatives in 1887. He has often held public positions prior to and since his service as Speaker.

Governor Merriam, in his message, called the attention of the Legislature to matters pertaining to general legislation. He desired a careful scrutiny of all bills, which called for the expenditure of the people's money. Taxes should be kept at the lowest point consistent with prudent and wise administration. The great and growing evil in connection with all legal enactments, both National and State, was a tendency to class legislation. The Railroad and Warehouse Commission was eulogized as having accomplished objects of great benefit to the general public.

The Legislature's attention was called to a decision of the United States Supreme Court in regard to an act passed by the Legislature of 1887, in which that body, being the sole authority with power to establish reasonable rates for services performed by railroads, had delegated that power to the Board of Railroad and Warehouse Commissioners. In March, 1891, the Supreme Court decided that the act was not in harmony with the Federal Constitution and decided that action upon such matters was not final either in a commission or in the Legislature itself. The power of making reasonable rates for common carriers was not denied, but whether a given rate is reasonable is a judicial question, and must be settled, as other matters of law and fact, through the medium of the courts. This decision, the Governor stated, would require the passage of a law to conform with the Federal Constitution.

The issuance of passes for free transportation of passengers over railroads—although the practice, with other discriminations, was prohibited by law under severe penalties, was passed over by the Governor with the remark: "Comment is unnecessary." He considered the Columbian Exposition of 1893 of such importance that the various important advantages and the abundant and valuable resources of Minnesota should be made known to the thousands that would visit Chicago to see the great Exposition.

The Legislature adjourned April 20, 1891, and its work included seventy general and about eight hundred special laws. The most noted incident of the session of the Senate was the organization of the standing committees. By a vote of the Democratic and Farmers' Alliance members, who constituted a majority, the presiding officer, Gideon S. Ives, the Lieutenant Governor, was deprived of one of the prerogatives enjoyed hitherto exclusively by his predecessors, of appointing the committees of the Senate. The selection was placed in the hands of a committee, chosen by the anti-Republican organization.

The chief contests were over the usury bill, to reduce the legal rate of interest from eight to six per cent, and the Keyes Australian Election Law, making it applicable all over the State, requiring the voter to mark every name on the ticket he desired to vote for, and making election day a holiday.

The State prison binding twine plant was provided for; a constitutional amendment was proposed, prohibiting special legislation, and on being submitted to the people at the next election was adopted by a vote of 77,614 yeas to 19,853 noes. The State was divided into seven Congressional districts, being entitled to two additional Representatives in Congress by the apportionment made under the Federal census of 1890.

A law was passed regarding the hours of labor for railway employes. Ten hours were to constitute a legal workday, and over time was to be paid for pro rata. Trainmen, who had been employed twenty consecutive hours, were to have eight hours rest. A public park of 22,400 acres was created to be known as Itasca State Park. A resolution was passed vacating, canceling,

and expunging from the records and journals of the House and of the Senate sitting as a high court of impeachment of any proceedings in the case and the verdict found against E. St. Julien Cox, formerly District Judge of the Ninth District.

Memorial resolutions of respect were passed on the deaths of Admiral David D. Porter, Secretary William Windom, General H. H. Sibley and General William T. Sherman.

The cities of Le Sueur, New Prague, Redwood Falls, Warren, Chaska, Henderson and Jordan were incorporated. Lakeside was made a city and given permission, after December 31, 1892, to annex itself to Duluth; West Duluth was also to become, by annexation, a part of the Zenith City.

Minnesota Senators and Representatives in Congress were, by a joint resolution, requested to favor an amendment to the Constitution providing that the United States Senators should be elected by a vote of the people. Joint resolutions were passed asking Congress to appropriate money for a ship canal around Niagara Falls; protesting against guaranteeing the bonds of the Nicarauga Canal; asking for the establishment of a legal holiday in honor of Christopher Columbus, and protesting against the sale of options in agricultural products.

An appropriation of $400 was made for the erection of a monument at the scene of the Indian massacre in Swift County in 1862.

The sum of $50,000 was appropriated for the purpose of erecting a building on the World's Fair Grounds in Chicago, a lot of 175 feet square, at the corner of two avenues in Jackson Park having been assigned to the State for that purpose. A board of managers was appointed consisting of D. A. Monfort, of St. Paul; C. McC. Reeve, of Minneapolis; J. J. Furlong, of Austin; L. P. Hunt, of Mankato; George N. Lamphere, of Moorhead; Jay La Due, of Luverne; and A. L. Ward, of Fairmont.

PRESIDENTIAL CAMPAIGN OF 1892.

In the summer of 1892, the Republican candidates for nomination for Governor were John Lind, Andrew R. McGill, Gideon

S. Ives, and Knute Nelson. Conventions had been held in April and May to elect delegates to the National Presidential Convention. The tenth National Convention of the Republican party, for the first time in the Northwest, was held at Minneapolis, commencing June 7, 1892. It was in session four days, and on June 11, President Benjamin Harrison was nominated for re-election, on the first ballot; and for Vice-President Whitelaw Reid, of New York, was the unanimous choice of the Convention.

The first party to hold a convention in 1892 for the nomination of State officers was the People's party. It was held at St. Paul, July 13. The different parties represented were not in complete fusion; the leaders of the Farmers' Alliance and the Labor parties were W. W. Erwin, of St. Paul, and General James H. Baker, of Mankato. Antagonizing this element was Ignatius Donnelly, who posed as the supreme commander of the convention, and demanded the naming of the entire State ticket. The Erwin and Baker contingents did not relish the arbitrary methods and manners of the leaders of the other faction. They were at first refused admission to the hall by the sergeant of arms, but finally a compromise was arranged and Baker and Erwin admitted to plead their cause. They conceded the right to the delegates of the People's party to name the head of the ticket, but wished to have a voice in the selection of the other nominees. They also stated that the Farmers' Alliance favored the platform adopted, with the exception of the sub-treasury plank. The eloquence of the orators was of no avail, Donnelly and his followers deciding to run the convention without their aid. This was afterwards conceded to have been poor politics.

The convention did not compare with the Alliance convention of 1890 in point of attendance, but what it lacked in numbers was made up in ability, oratory and enthusiasm. Ignatius Donnelly was uanimously nominated for Governor, with a full State ticket. The platform adopted demanded an immediate and radical change in State control of corporations and transportation facilities, with direct reference to the grain traffic and State taxation, and resolved that the constitution should be amended so that the people should have the right to have all

laws referred back to themselves for approval or disapproval. It demanded that the transportation companies should provide suitable shipping and warehouse facilities at every station on their lines, and that the State should erect terminal elevators at Minneapolis, St. Paul, and Duluth for the public storage of grain. Sympathy was extended to workmen against their oppression by their monopolistic employers, and they were urged to unite with the People's party and overthrow the common enemy at the polls. It was declared that the millionaires in the control of the government and industries of the country were rapidly and surely reducing the people to a condition of political and industrial slavery.

The Farmers' Alliance, at their convention in July, adopted a platform hostile to every species of class legislation, but nominated no State ticket. The protective tariff was denounced, and a circulation minimum of $50 per capita was demanded. Grain inspection was declared to be the paramount question of the state. "Free passes on railroads should be prohibited." A reduction of the interest rate was desired, with severe penalties for usury. Congress was appealed to for the passage of laws prohibiting alien ownership of lands, and if possible to reclaim all held by aliens, foreign syndicates, and railroad companies, in excess of what was absolutely necessary, and demanding that these and all other lands be held for actual settlers only.

The Republican Convention met in St. Paul, July 28, there were 709 delegates present. In its platform it urged the necessity of securing a free ballot and a fair count; trusts and combinations to control and unduly enhance the price of commodities were vigorously condemned; suggestions were made for the protection of the workingman, and laws were favored to enable the farmer to obtain cheap and safe elevator, warehouse, and transportation facilities.

When it came to the nominations for Governor, there was a disposition on the part of the delegates to conciliate the Scandinavian members of the party. They looked with solicitude at their small plurality at the last election, also that of four years previous, when their commitment to high license had driven

many Germans from their ranks. Although the partial illustrations of the efficiency of the liquor laws, were bringing the renegades back to their former political allegiance, still the leaders of the party, not staking too much on partisan loyalty, were in favor of placing at the head of the State ticket, for the first time in Minnesota, a representative of the Scandinavian race.

There were at this time two prominent Scandinavians in the State who had been honored by an election to the National halls of legislature. John Lind was at this time a Member of Congress; the other, Knute Nelson, had served three terms, closing his service in the spring of 1889. He had been a candidate for Gubernatorial honors before previous State conventions, and he entered the convention of 1892 with a strong personal following. Governor McGill, of St. Paul, and Lieutenant Governor Gideon S. Ives, of St. Peter, had been talked of as candidates for Governor and both had secured some delegates, but both were withdrawn before the convention met. This made plain sailing for Knute Nelson, whose name was presented by James A. Tawney, of Winona, and the nomination seconded by Frank Davis of Minneapolis. There being no other candidates named, Nelson was nominated by acclamation.

In the month of August the Democratic convention was held and Daniel W. Lawler, of St. Paul, was nominated for Governor. The Prohibitionist candidate was William J. Dean.

At the National election of 1892 in Minnesota, the Republican Presidential ticket received a plurality of the votes. There were only a few more than 5,000 votes cast than in 1888. There were, however, nearly 11,000 more than were polled for the State ticket. There was a partial fusion between the Democrats and the People's party, a part of the Weaver electoral ticket being accepted by the Democrats, and there was cast for this ticket 107,077 votes. Benjamin Harrison received 122,823 votes; Grover Cleveland, 100,920; James B. Weaver, 29,313, and James Bidwell, 14,182. Of the sixteen States in the Union carried by the Republicans, Minnesota was exceeded by only five States in her plurality of 15,446 for the Harrison electors.

The vote for Governor was: Knute Nelson, 109,220; Daniel W. Lawler, 94,600; Ignatius Donnelly, 39,863; and William J. Dean, 12,239. The Democrats carried twenty-one counties: Beltrami, (by a plurality of two) Benton, Brown, Carver, Dakota, Itasca, Le Sueur, McLeod, Meeker, (by a plurality of twenty-four) Morrison, Murray, (by a plurality of sixteen) Pine (by a plurality of thirty) Polk, Ramsey, Scott, Sibley, Stearns, Wabasha, Waseca, Winona, and Big Stone (by a plurality of thirty-four). Of the twenty-four counties carried by the Farmers' Alliance party in 1890 but six were carried by the People's party; Lincoln, Marshall, Polk, Traverse, Kittson, and Hubbard, all by greatly reduced majorities. The Republican pluralities in the following counties were less than one hundred. Blue Earth, Cass, Cook, Nicollet, Steele, Todd and Wilkin.

In the Congressional districts there were four Republicans, two Democrats, and one Populist elected. In the First District James A. Tawney, the Republican candidate, defeated William H. Harries for re-election by a vote of 18,146 to 14,995. The Populist candidate, James I. Vermily received, 2,342 votes, and the Prohibitionist, P. H. Harsh, 1,554.

In the Second District, James T. McCleary, the Republican nominee, received 18,207 votes to 11,209 for his Democratic opponent, Winfield S. Hammond. S. C. Long, the People's party candidate, had 6,286 and E. H. Bronson, the Prohibitionist, 1,833.

In the Third District, O. M. Hall, Democrat, was re-elected by a vote of 15,890 to 14,727 polled for Joel P. Heatwole, his Republican opponent. Ferdinand Borchert, on the People's ticket received 3,464 votes, while William B. Reed, Prohibitionist, had 1,415.

In the Fourth District, Andrew R. Kiefer, Republican, by a vote of 16,624 to 13,435, defeated for re-election James N. Castle, the Democratic nominee. James G. Dougherty, the People's candidate, had 2,213 votes, and David Morgan, Prohibitionist, 1,963.

In the Fifth District Loren Fletcher, Republican, defeated James W. Lawrence, Democrat, by a vote of 18,463 to 15,960;

Thomas H. Lucas, the People's party candidate, had 3,151, while J. T. Caton, Prohibitionist, had 2,458 votes.

In the Sixth District, M. R. Baldwin, Democrat, by a plurality of 376, defeated Dolson B. Searle, Republican, the vote being 17,317 to 16,941. The People's party candidate, A. C. Parsons, received 3,973, while 1,692 votes were cast for Edward L. Curial, Prohibitionist.

In the Seventh District the People's party candidate, Haldor E. Boen, was elected by a plurality of 85; the vote being Haldor E. Boen 12,614; Henry Feig, Republican, 12,539; William F. Kelso, Democrat, 7,526, and L. F. Hampson, Prohibitionist, 2,731.

James A. Tawney, of Winona, was born near Gettysburg, Pennsylvania in 1855, he settled at Winona in 1877, and is a lawyer by profession. He was elected State Senator in 1890 and has represented his district in Congress from his first election in 1892 to the present time, his term expiring March 4, 1909.

James T. McCleary, of Mankato, was born at Ingersoll, Canada, February 5, 1853. He was educated at the high schools and McGill University, at Montreal. He commenced teaching school in Wisconsin in 1871, and for the next ten years held educational positions in that State. In 1881 he became institute conductor and professor of history and civics in the State Normal School at Mankato, and afterwards was secretary and then president of the Minnesota Educational Association. He represented his district in Congress, by successive elections, until March 4, 1907, having been defeated for re-election in 1906 on the issue of tariff revision, McCleary having been what was termed a "stand patter."

Andrew R. Kiefer, of St. Paul, was born near Mainz on the Rhine, Germany. He emigrated to America in 1849, and settled at St. Paul six years later. In the spring of 1861 he organized a company of German-Americans of which he was elected Captain and proceeded to the seat of war. He was discharged from the United States service in 1863 on account of ill health. He had been a member of the House of Representatives in the

Legislature of 1864. Also clerk of the district court of Ramsey County. Afterwards he was elected mayor of St. Paul and died in that city in 1904.

Loren Fletcher, of Minneapolis, was born in Maine and settled in Minnesota in 1856. He served six terms in the Lower House of the State Legislature. He was elected to the Fifty-third Congress and was re-elected to each succeeding Congress until March 4, 1907 with the exception of the Fifty-eighth. He now resides in Minneapolis.

M. R. Baldwin, of Duluth, was born in Windham County, Vermont, in 1838. His parents removed to Wisconsin in 1847, where he was educated in the public schools and at Lawrence University, Appleton, in that State. He studied law but afterwards took up civil engineering and was engaged in that calling for a considerable time, in the employ of the Chicago and Northwestern Railroad Company. Mr. Baldwin enlisted in 1861 as a private in the Second Wisconsin Infantry, and was promoted to a captaincy in the regiment. He was taken prisoner at the Battle of Gettysburg and was not exchanged until December, 1864. After the war he was superintendent of railroads in Kansas, but in 1871 located in Minneapolis, removing to Duluth in 1885, where he died in 1905.

Haldor E. Boen was born in Norway, January 2, 1851. His ancestors were farmers. He emigrated to the United States at the age of seventeen, locating in Mower County, but removed three years later to Otter Tail County, dividing his time between farming and teaching. He had been connected in an official capacity with several Farmers' Alliance organizations.

Chapter XIV.

ADMINISTRATION OF GOVERNOR NELSON.

TWENTY-EIGHTH STATE LEGISLATURE.

THE State officials elected on the Republican ticket with Governor Nelson were Lieutenant Governor, David M. Clough; Secretary of State, Frederick P. Brown; Treasurer, Joseph Bobleter; Attorney General, Henry W. Childs.

The Twenty-eighth Legislature met January 3, 1893. The only change in the Senate was the election of John T. Little, of Dodge County, to fill the vacancy caused by the death of J. Grinnell. There were twenty-five Republicans, sixteen Democrats, and thirteen Populists in the Senate; seventy-one Republicans, thirty-six Democrats, two Populists, and five Democrat-Populists in the House.

The House chose William E. Lee, of Long Prairie, Speaker. The presiding officer was born in Alton, Illinois, and settled in Minnesota in 1857. He was engaged in banking and had been a member of the House of 1885 and 1887. Thirty new members had been re-elected.

Among the new members who afterwards became prominently identified with the political history of the State were, Samuel R. Van Sant, of Winona, afterwards Speaker of the House, and Governor; August T. Koerner, afterwards State Treasurer, and Robert C. Dunn of Princeton, who became State Auditor, and Republican nominee for Governor in 1904. Mr. Dunn was born in the County of Tyrone, Ireland, and settled in Minnesota in 1876. He is at present (1908) the publisher and editor of the Princeton *Union.*

Governor Merriam's farewell address presented no special features. The apparent danger of a devasting plague in the form of Asiatic cholera, was one of the subjects of his message. He informed the Legislature that he had convened the State Board of Health, for the purpose of consultation and the adoption of active measures to prevent the disease from obtaining a foothold in the State. He advocated the building of a State capitol, with a view of the future growth of the State, and also the purchase of land for the establishment of the Itasca State Park. The reports of the subordinate officials were analyzed and commented upon.

Governor Nelson, in his inaugural address, stated that the financial affairs of the State, were in sound and prosperous condition. With a population of 1,400,000 and an assessed valuation of $600,000,000 there was an outstanding indebtedness of $2,154,000. There was a balance of $1,688,946.54 in the State treasury, to the credit of the different funds. The prison population of the State had decreased, there being a smaller number of convicts on October 31, 1892, than on October 31, 1889. The manufacture of twine had been successfully established in the penitentiary, and the product was in much favor with the agricultural population. He recommended a re-arrangement of the judicial system of the State. The subject of grain elevators and grain inspection formed a prominent part of his message.

One of the issues of the State campaign of 1892, was the endorsement of Cushman K. Davis to succeed himself as United States Senator. It was supposed that he would have no opposition in the Legislature. His party controlled the House of Representatives, but not the Senate. There was, however, a cloud upon his horizon. The Republican caucus was called as soon as the Legislature convened, and met January 4. There were present twenty-one of the twenty-five Republicans of the Senate and sixty-four of the seventy-one members of the House. The vote was *viva voce;* and the roll being called Davis received eighty-six votes on the first ballot, every Republican present voting for him, besides one member of the Farmers' Alliance party, who was allowed to participate in the caucus.

After the adjournment of the meeting there were rumors, of a determined attempt to defeat the will of the caucus, by buying up enough Republicans to defeat the election of the nominee. The plan, it was said, was not to elect a Democrat but another Republican. If the plan as charged, was ever conceived, it was soon abandoned. There were a few Republican members strenuously opposed to Davis, but they were few in number and accomplished nothing.

The vote for Senator was taken in the House January 17; Cushman K. Davis received sixty-seven votes; Daniel W. Lawler, Democrat, thirty-one; Sidney M. Owen, Populist, twelve; the Republican Anti-Davis members gave Moses E. Clapp, Albert Scheffer, and C. M. Start one vote each. On the same day a ballot was taken in the Senate, Davis received twenty votes; Lawler, seventeen; William R. Merriam, two; Sidney M. Owen, C. M. Start, Albert Scheffer, John Lind, and D. H. Dickinson one each; the scattering votes being cast by the Anti-Davis Republicans.

Davis had a majority in the House but not in the Senate, and it became necessary to take a ballot in joint session. The following day the convention was held. There were 168 members present. It was known how 167 of them would vote. The pivotal man was John A. Holler, a member of the House from Wright County. He had been absent from the original caucus, and when the vote was taken in the House the preceding day. The roll was called and when Mr. Holler's name was reached he responded by voting for Davis, thereby insuring his election, which at one time some persons thought was in doubt. Davis received eighty-five votes, the exact number necessary for an election; Lawler had forty-nine; Owen, twenty-three; Lind, two; Clapp, three; Start, one, and Dickinson, one. Seven Republican senators voted against Davis.

The Legislature adjourned April 18, 1893. In a resume of its labors the following may be mentioned as of importance. In the interests of the farmers of the State, laws were passed making new provisions in regard to the inspection of grain and the management of elevators. State inspection was extended

over all country elevators, which were to be considered public; subject to the regulations of the State Railway and Warehouse Commission. Farmers had the right to erect independent elevators on railroad right of way; the railroad companies were compelled to provide side track facilities.

An appropriation of $200,000 was made to purchase a site, for the creation of a State elevator at Duluth, with a capacity of 1,500,000 bushels, to be equipped for weighing, unloading and safe-guarding grain in separate bins, and placing grain of the same grade together. For this service there were to be charged a minimum fee of fifty cents per 1,000 bushels or carload, and twenty-five cents for weighing, these charges to be lien on the grain. The State elevator was to be in charge of the Board of Railway and Warehouse Commissioners, who were to issue weekly bulletins of market reports, showing the price of products in Liverpool, Paris, London, Hamburg, New York, Buffalo, Quebec, San Francisco, Minneapolis and Duluth; also the freight charges between these cities and Minneapolis and Duluth. A test case was made enjoining the commissioners from carrying out the provision of the act, on the ground that it conflicted with the constitution. The Lower Court decided in favor of the act, but the Supreme Court reversed the decision.

In the interest of labor, provision was made for safeguards about all dangerous machinery and placing all manufacturing and other establishments employing large numbers of employes, under the inspection of the bureau of labor. A proposed amendment to the constitution authorizing the levy and collection of a tax on inheritances, devises, bequests, legacies and gifts was ratified by the people at the next general election.

An act regulating the selling of railroad tickets, checking ticket scalping, was passed; also one providing that no liquor license should be issued to any one not an actual resident of the State. A county, town, city, or village, by a vote of its citizens, was authorized to bond itself not to exceed five per cent of the taxable value of its property, to aid in the improvement or construction of canals and waterways.

Two important general acts provided for the building of a new capitol, and the purchasing of land and erection of buildings for the Soldiers' Home. The punishment for the organization of pools and trusts was increased by an imprisonment in the penitentiary, from one to ten years. The bounties for killing wolves were fixed at $15.

A joint memorial session of the Legislature was held, and resolutions of respect for the character of James G. Blaine accompanied by expressions of regret at his death were adopted many eulogies being delivered by the members. The Legislature met in joint session on February 23, 1893, to listen to an address by Senator John J. Ingalls of Kansas. During the general session resolutions of respect were passed on the death of ex-President Rutherford B. Hayes and Colonel Hans Mattson.

February 13, Representative P. H. Kelly, of St. Paul, offered the following preamble and resolution:

Whereas, On February 12, 1809, in Hardin County, Kentucky, there was born in an humble cabin, Abraham Lincoln, a great statesman, renowned ruler, Noble martyr; and

Whereas, Of all the preeminent and noble men of recent times, he was easily the greatest, singularly free from sectional and partisan passion and animosity, as has been well said by another lamented public servant; and for his loveable, manly qualities, was popular beyond all others of his time; counseling at Gettysburg's battle field, in days of bitter strife, "that we here highly resolve that these dead shall not have died in vain; that this Nation, under God, shall have a new birth of freedom, and that government of the people by the people and for the people shall not perish from the earth." Keeping ever green in his noble heart the sentiment, "Charity for all, Malice toward none;" in all walks of life great, good, patient, faithful, and sincere; and

Whereas, The anniversary of Lincoln's natal day this year occurred on Sunday, and this House desires, notwithstanding, to testify in some measure its reverence for this great national character distinct from and above even the best beloved of his contemporaries; and

Whereas, It can truly be said of Abraham Lincoln,

"No Caesar he whom we lament;
A man without a precedent;
Sent, it would seem, to do
His work, and perish, too!"

Resolved, That this House do now adjourn.

The House unanimously adopted the preamble and resolutions and adjourned. At another session it was voted to forward an engrossed copy of them to Robert T. Lincoln, our Representative at that time at the Court of St. James, and two hundred and fifty copies were ordered lithographed.

An additional appropriation of $100,000 was made for the Chicago World's Columbian Exposition. A building was erected; the "Minnesota Days," June 1 and October 23, were well attended. The State had exhibits in all the general buildings, the forestry and mining exhibits being particularly fine. More than two hundred awards of premiums were made to the State's exhibits of cereals, with only a little over three hundred samples shown; forty-four awards were made for mining exhibits and sixty-six for flour. Fifty premiums were received for draught horses, forty-eight for cattle and twelve for poultry.

STATE POLITICS IN 1894.

The first State convention to be held in 1894 for the nomination of State officials was that of the Republicans at St. Paul, July 11. In their platform on national affairs they favored a revised tariff, a free ballot and fair count, restrictions of immigration and arbitration in case of trouble between employers and employes; they also favored an amendment to the Federal Constitution, making the presidential term six years, and forbidding a second term; condemned trusts seeking to control prices, and denounced the pension policy of the Cleveland administration. The platform also included the following resolution on the currency question:

> The Republican party believes in the use of both gold and silver as money, maintaining the substantial parity of value of every dollar in circulation with that of every other dollar. It believes in bimetallism, and that the restoration of silver as ultimate money to the currency of the world is absolutely necessary for business prosperity, proper rate of wages, and the welfare of the people. Holding these views we believe it should be the policy of the United States to do everything in its power to promote the restoration of silver in the World's currency.

They also demanded that the 4,000,000 acres of railroad lands should be taxed, by ordinary methods of direct taxation, in addition to a tax on the gross earnings of railroads.

Knute Nelson was unanimously nominated for re-election, without even the formality of a ballot, Andrew R. McGill, who had been an aspirant, withdrawing from the contest. David M. Clough was re-nominated for Lieutenant Governor; Albert A. Berg nominated for Secretary of State; August T. Koerner re-nominated for Treasurer; Robert C. Dunn nominated for Auditor, and Henry W. Childs was re-nominated for Attorney General.

The People's party met in convention at St. Paul July 12. A full State ticket was nominated, with Sidney M. Owen as the Gubernatorial candidate. The Prohibition party placed a full State ticket in the field headed by Hans S. Hilleboe for Governor.

The Democrats held their State convention September 6. They nominated George L. Becker, of St. Paul, for Governor. In their platform they favored direct popular election of United States Senators; denounced the American Protective Association, and declared for the free coinage of silver, when it could be accomplished consistently with the maintenance of a safe and sound currency.

At the November election the Republicans gained a complete victory, electing their entire State ticket, and all their candidates for Congress. The vote for Governor was: Nelson, 147,943; Owen, 87,890; Becker, 53,854; Hilleboe, 6,832; Nelson's plurality, 60,053. The candidates on the Republican ticket outside of Governor received majorities ranging from 7,120 to 49,682. It was said that a large number of Democrats refused to vote for Becker, alleging that he had been nominated by railroad and "gold bug" influences, and they cast their ballots for Owen, the Populist.

In the First Congressional District, James A. Tawney, Republican, received 22,651 votes; John Moonan, Democrat, 10,479; Thomas Meighen, People's Party, 4,675.

In the Second District, James H. McCleary, Republican, 23,136; James H. Baker, a tariff revisionist, 7,857; L. C. Long, People's Party, 10,341.

In the Third District, O. M. Hall, Democrat, was defeated for re-election, by his former Republican opponent, Joel P. Heatwole, by a vote of 19,461 to 14,193. J. M. Bowler, the Populist candidate, received 4,988 votes.

In the Fourth District, Andrew R. Kiefer was re-elected receiving 20,573 votes; his Democratic opponent, Edward J. Darragh had 10,168; Francis H. Clark, the People's Party candidate, had 5,055.

In the Fifth District, Loren Fletcher was re-elected receiving 20,465 votes while Oliver T. Erickson, Democrat, received 11,506, and Ernest F. Clark, People's Party, 7,043.

In the Sixth District, M. R. Baldwin, Democrat, was defeated for re-election by Charles A. Towne, Republican, by a vote of 25,487 to 15,836, Kittel Halverson, the People's Party candidate received 6,475 votes.

In the Seventh District, Haldor E. Boen, Populist, was defeated for re-election by Frank M. Eddy, Republican, by a vote of 18,200 to 17,408. Thomas N. McLean, the Democratic nominee, had 3,486, and Ole Kron, Prohibitionist, 2,726 votes.

Of the newly elected members of Congress, Joel P. Heatwole, of Northfield, was born in Elkhart County, Indiana, August 22, 1856. On arriving at maturity he became identified with newspaper work. He published several newspapers in Indiana, and Minnesota, but finally became connected with the Northfield *News* of which (1908) he is still publisher and editor.

Frank M. Eddy, of Glenwood, was born in Pleasant Grove, Minnesota, April 1, 1856, and was the first native of the State to represent Minnesota in the halls of Congress. His parents, in 1860, removed to Iowa; three years later they returned to Elmira, Olmsted County. His early education was obtained under great disadvantages. He, however, became a teacher and taught school at different places in the State, locating finally at Glenwood, where he was employed by the Northern Pacific Railroad Company, and was elected clerk of the district court.

Charles A. Towne, of Duluth, was born at Rose, Michigan, November 21, 1858. He graduated, in 1881, from the University of Michigan. He was admitted to the practice of law in 1885, and located at Duluth in 1890. He was afterwards appointed by Governor Lind United States Senator to fill the vacancy caused by the death of Senator Davis, serving from December 5, 1900, to January 23, 1901. He is now (1908) a resident of New York City, engaged in the practice of law, and was elected as a Democrat from the Fourteenth Congressional District of that State to the Fifty-ninth Congress.

THE TWENTY-NINTH LEGISLATURE.

The Twenty-ninth Legislature met January 8, 1895. There were forty-six Republicans, three Democrats, and five Populists in the Senate; in the House, ninety-five Republicans, nine Democrats, nine Populists, and one Independent Republican. There had been an entire new election for Senators in the State election of 1894. Frank A. Day, of Fairmont; Eric Sevatson, of Christiana; George T. Barr, of Mankato; Albert W. Stockton, of Faribault; Hiram F. Stevens, of St. Paul; James McHale, of Shakopee; Henry Keller, of Sauk Centre, and William P. Allen, of Cloquet, had been re-elected.

Among those that had had previous legislative experience were, Richard E. Thompson, a lawyer, of Preston, who had been member of the House in the Legislatures of 1883 and 1885; William H. Yale, of Winona, member of the Senate of 1866 and 1875 and Lieutenant Governor in 1869; A. T. Stebbins, a hardware merchant, of Rochester, who was a member of the House in the Legislature of 1889. Job W. Lloyd, a native of Sharon, Minnesota, where he had always resided, was a member of the lower House of the Legislature of 1891, and Allen J. Greer, a lawyer, of Lake City, a member of the House of 1891.

Among the new members were T. V. Knatvold, of Albert Lea, a native of Norway, who had been mayor of his home city. Eugene B. Collester, of Waseca; W. A. Sperry, of Owatonna, and Edward H. Ozmun, of St. Paul, were all members of the

legal fraternity. Peter E. Hanson, of Litchfield, afterwards became Secretary of State, and Peter M. Ringdal, of Crookston, one of the present members of the State Board of Control. In the Senate there were thirteen foreigners, while eight were natives of the State, and only seven had been settlers previous to 1860. Those engaged in the legal profession largely predominated, there being fifteen lawyers, thirteen merchants, five bankers, five editors, two physicians, the remainder being interested in farming or other pursuits.

In the House of Representatives twenty-two members had been re-elected. George W. Davis, of Faribault; G. D. Post, of Glenwood; John M. Underwood, of Minneapolis, and Jacob F. Jacobson, of Madison, had been members of the House in the Legislature of 1889. Eli S. Warner, of St. Paul, was a member of the House in the Legislature of 1885; Henry Feig, of Atwater, had been a member of the House in 1891; J. J. Furlong, of Austin, was serving his third consecutive term. Andrew B. Robbins, a native of Maine, who settled in Minnesota in 1855, and was for three years, during the Civil War, a member of the Eighth Minnesota Infantry, was one of the Representatives from Minneapolis; he had represented the district comprising Kandiyohi, Swift, and Chippewa Counties in the Senate of 1877. John L. Gibbs, a former Speaker of the House, afterwards Lieutenant Governor, was also a member. J. D. Jones, of Long Prairie, afterwards Speaker, and Wallace B. Douglas, afterwards Attorney General, were serving their first terms as State legislators.

There was in the membership of the House thirty-eight foreigners, fourteen natives of the State, and twenty-seven who had belonged to the old pioneer element having been residents prior to 1860. There were forty-four farmers, thirty-seven engaged in banking and other pursuits, and ten lawyers.

The House organized and chose Samuel R. Van Sant, of Winona, Speaker. Governor Nelson, in his message, stated that since the last session of the Legislature, the State had had its share in the general industrial depression and stagnation prevailing throughout the nation. The chinch bugs had, in several

counties, been the cause of serious damage to the wheat crops, the prevailing drought having enabled them to do more than ordinary havoc. The commissioners of Itasca State Park reported that they had acquired control and ownership of 10,879 acres, that there were still 8,823 acres, within the limits of the park, owned by private parties.

After dealing with the reports of State officers and institutions, etc., the Governor concluded with suggesting the importance of exercising economy, both in appropriations and in legislation, as in these times of industrial stagnation many enterprises were at a standstill, or in a comatose condition, and so many people were encumbered, and hampered in their progress for want of funds, that the situation called for a diminution in taxes and expenditures.

The Legislature was to elect a United States Senator to succeed William D. Washburn. Senator Washburn was a candidate to succeed himself. His career as a national legislator had been marked with ability and probity. While a member of the radical wing of the Republican party, he was a practical statesman. During his service in the Lower House of Congress, he had been instrumental in securing a federal building for Minneapolis and Mankato; he had been influential in the inauguration of a system of reservoirs in the Mississippi River, and had favored the restriction of Chinese coolie labor. During his Senatorial term he had voted with his Republican colleagues for the maintenance of the gold standard. He was one of the few Republican Senators, by whose efforts and votes the Lodge Force Bill was defeated in the Senate in 1891. This proposed law allowed the presence of United States troops and deputy United States Marshals at the Federal elections or where Congressmen and Presidential electors were voted for.

Senator Washburn was a man of wealth, had been identified with the growth and prosperity of the State from its early infancy, in railroad building, logging and the manufacture of lumber and flour. He had not only extensive interests in his residential city but also at Anoka. By his becoming a candidate, six years before, against Senator Sabin, he had established a

precedent for retiring a United States Senator at the close of his first term. By the election of Senator Davis, two years previously, his geographical location had become prejudicial to his success, as the people generally thought it hardly justice to the balance of the State that both Senators should come from St. Paul and Minneapolis.

The balloting for United States Senator commenced on January 22, when William D. Washburn received thirty-two votes; Knute Nelson, forty-five; S. G. Comstock, ten; James T. McCleary, nine; James A. Tawney and Thomas B. Buckman one each; all of these were Republicans. Ignatius Donnelly, Populist, received eight votes, and James McHale, Democrat, nine. The balloting continued until January 30. Governor Nelson, whose candidacy for United States Senator was disclaimed in the previous State campaign, became a competitor for the prize. There was a large number of Scandinavians in the Legislature. They voted almost solidly to honor their fellow countryman with the highest position in the National Councils to which a foreign-born citizen can aspire. On a ballot taken January 30, Knute Nelson, by a vote of 102 in 168 ballots cast, became the next United States Senator from Minnesota. January 31, David M. Clough became Governor, and Frank A. Day, president pro tem of the Senate, became acting Lieutenant Governor.

Knute Nelson was born in Norway, February 2, 1843. He arrived in this country with his mother in July, 1849, resided in Chicago for a year, and in the fall of 1850 removed to the State of Wisconsin, where the boy Knute grew to young manhood. Upon the outbreak of the Civil War he enlisted as a private in the Fourth Wisconsin Infantry and served for three years. He was promoted to corporal and made a good record as a soldier; in June, 1863, he was wounded and taken prisoner.

Returning from the war, he studied law and was admitted to the bar in the spring of 1867. He immediately turned his attention to politics, and the following year was elected a member of the Wisconsin Legislature, which position he held in 1868 and 1869. In the summer of 1871 he settled in Minnesota, lo-

cating at Alexandria. He was county attorney in 1872, 1873, and 1874, and was State Senator from that district for the next four succeeding years.

Senator Nelson was first elected to Congress as a Republican in 1882, and served for three terms in the House of Representatives. As a member of that body he rose above the mediocrity of his colleagues, and was a serviceable member to his constituents, being always faithful to their interests. He refused to act with his party on one memorable occasion and was one of three Republican Congressmen to vote for the Mills low tariff bill in 1888. After six years service, in Congress he retired to private and professional life, and engaged actively in his law practice.

Though his name had been presented at previous Republican State Conventions for the Gubernatorial nomination, it seemed in the summer of 1892, to be an imperative necessity that he should be called upon to become its standard bearer in the forthcoming political campaign. He accepted the nomination and was elected in the fall of 1892 by a plurality of about 18,000 over his leading competitor, Daniel W. Lawler, Democrat. He had just been inaugurated Governor for his second term, when the Legislature was called upon to elect a United States Senator. He took his seat in the Senate March 4, 1895. He has since been twice elected without opposition in his own party. During his twelve years service, as Senator from Minnesota, he has diligently and faithfully attended to the public interests and to those of his constituents. His record as a Senator has been distinguished for its ability and efficiency. He will always have the distinction of having been the first native of Norway to be elected to the United States Senate.

The Legislature adjourned April 23, 1895. The insurance and banking laws were revised and codified. Important changes were made in the methods to be used by insurance companies. The co-insurance clause was prohibited and a policy required calling for the payment of its face in case of total loss; also the incorporation of a board of underwriters and the organization of a salvage corps were provided for. A new banking law

added stringent safeguards for the protection of depositors and the management of State banks.

By amendments to the law regulating the traffic in intoxicating liquors the sale of liquor was forbidden to minors, either for their own use or that of others, and the granting of license within three hundred feet of a schoolhouse was prohibited.

A number of laws were passed for the benefit of the farmers; the sum of $25,000 was appropriated for the eradication of the Russian thistle, and $5,000 appropriated to exterminate the chinch bugs. Wild mustard, wild oats, cockleburr, burdock, Canada thistle, quack grass and French weed were declared common nuisances, and persons allowing them to grow on their premises, or not taking precautionary efforts to destroy them, were subject to a fine. A bounty of one cent a pound on sugar made from sorghum or beetroots grown in the State, was provided for.

For cities a general municipal law was enacted, formed on the general principles of enlargement and concentration of power and responsibility in the authorities.

A constitutional amendment giving district judges, the right to appoint fifteen men to frame a charter and submit same to the voters of the city, for their approval, was proposed and scantioned by the people at the next general election. The Legislature, however, classified cities on the basis of population and passed general laws applicable to each class.

The laws for preservation of game and fish were made more stringent. Abraham Lincoln's birthday, February 12, was made a legal holiday. By another act a fine of $50 or imprisonment for not more than thirty days, was made the penalty for the selling of cigarettes, cigars and tobacco to pupils of public schools, or any school supported wholly or in part by taxation.

The divorce laws were amended. The grounds for granting unlimited divorce were established as follows: 1, adultery; 2, impotency; 3, cruel and inhuman treatment; 4, when either party subsequent to the marriage had been sentenced to imprisonment in the State prison; 5, willful desertion of one party by the other for the term of one year, next preceding the filing of

the complaint; 6, habitual drunkenness for a space of one year, immediately preceding the filing of the complaint.

March 5, the Legislature in joint session was addressed by Henry Watterson, of Louisville, Kentucky. A resolution was passed congratulating Prince Bismarck on his eightieth birthday.

A constitutional amendment was proposed prescribing the qualifications of the foreign born residents of the State, before they could vote at any election. They were to be full citizens of the United States, that is to say, they must have been granted their second or final naturalization certificates three months preceding an election, and to have been a resident of the State for six months, and of the election district in which they offered to vote, for thirty days. Another amendment was proposed, creating a board of pardons, to consist of the Governor, Attorney General and Chief Justice.

A third amendment was proposed allowing the permanent school and university fund to be invested in the bonds of cities, villages, towns, counties and school districts.

A fourth amendment was submitted to amend Article 10, so as to provide for the taxation in the State of sleeping, parlor and dining cars, the property of telegraph, telephone and express companies; of that owned by domestic insurance companies; of that of the owners and operators of mines, or mineral ore; and that of boom companies and ship builders.

The above amendments with three important legislative acts, were passed. The first called for the holding of a convention to revise the constitution; the second for the appropriation of the income derived from the internal improvement land fund, to the road and bridge fund, for the improvement of public highways and bridges; the third for the taxation of unused railroad lands.

These amendments and acts were submitted to the people, at the general election in 1896; with the exception of that providing for a Constitutional Convention, they were ratified. The majority in favor of the latter proposition was 25,760, but this was not a majority of the total vote cast at the election, which was necessary for its adoption.

PRESIDENTIAL ELECTION of 1896.

The campaign for the Presidential election of 1896, commenced early in the spring of that year. The Republicans met in Minneapolis, March 24. A platform declaring opposition to the free coinage of silver was adopted. Delegates were chosen to the National Convention to be held at St. Louis in June. Cushman K. Davis having withdrawn his name as a Presidential candidate, the delegation was instructed for William McKinley.

The Democratic Convention was held June 11, at St. Paul. It declared for a gold standard by a vote of 436 to 232. Delegates were elected to attend the National Convention at Chicago; a resolution that the delegation should vote as a unit was laid on the table. On the fifth ballot at the National Convention, in which William Jennings Bryan was declared the nominee; he received but eleven of Minnesota's eighteen votes; of the balance two were cast for Adlai E. Stevenson, and five delegates refrained from voting.

The Republican advocates of the free coinage of silver, met in convention at Minneapolis July 16. Frank A. Day, Lieutenant Governor of the State, was made chairman. Prominent among the members of the convention, were Charles A. Towne, of Duluth, Member of Congress from the Sixth District; Frank M. Nye, of Minneapolis, who was often alluded to as the William Jennings Bryan of Minnesota, and the present (1908) Republican Congressman from the Fifth District, and John Lind, of New Ulm.

Delegates were elected to attend the National Silver Party Convention at St. Louis, that assembled the following week, and John Lind was endorsed for Governor.

The Republican Convention for the nomination of State officers, was held at St. Paul, July 1, 1896. The resolutions adopted approved of the St. Louis platform and nominations; favored the taxation of unused railroad lands; called for legislation favorable to labor and good roads, and approved of the State administration. On the first ballot for Governor, David

M. Clough received 872 votes, Samuel R. Van Sant, 174, John L. Gibbs, 70, and Moses E. Clapp, 30. John L. Gibbs became the nominee for Lieutenant Governor, the other State officers were re-nominated.

The Democratic Convention met in Minneapolis August 4. An agreement for a fusion had been entered into by the Democrats, Populists and Free Silver Republicans. By the terms of the alliance the Silver Republicans were to name one of the nine Presidential electors, and the other parties four each. A Free Silver Republican was to be nominated for Governor, while the Democrats were to name the candidates for Secretary of State and Treasurer, the Populists being accorded the nominees for Lieutenant Governor and Attorney General.

In their platform the Democrats favored the free and unlimited coinage of silver, the parity of gold and silver, approved of the Chicago platform and endorsed its candidates. They denounced the Republican party of the State, as subservient to corporations, rings and trusts; condemned all efforts to control votes of employes; demanded taxation of iron mines, and unused railroad lands; favored good roads legislation, and demanded that the Constitution of the United States should be amended to provide for the election of President and Senators by a direct vote of the people. John Lind was endorsed for Governor by acclamation. Julius J. Heinrichs, was nominated for Secretary of State, and Alexander McKinnon, for Treasurer.

The Populists met in convention at Minneapolis, August 26, ratified the nominations of the Democrats and completed the ticket according to agreement as follows; for Lieutenant Governor, J. M. Bowler; for Attorney General, John A. Keyes. William J. Dean was the Prohibition candidate for Governor and W. B. Hammond, the Socialist Labor party's candidate.

The campaign was enlivened bp many interesting episodes, among which were the following:

Albert A. Ames, of Minneapolis, announced himself as an independent candidate for Governor. In his platform, he announced that it was his conviction that the people of the State were demanding him for Governor. In the second plank of

this remarkable document, he expressed a willingness to accommodate them. He stated that, as both of the candidates were Republicans, there was no prospect for a fair fight. As to national issues, he endorsed the St. Louis and Omaha platforms, demanding that silver be placed back where it was before the crime of 1873. If elected he would give an economical administration, but would make no promises. The following indicates the general character of his platform:

"I am in favor of the repeal of all laws, which do not afford ample and perfect protection in all details, to the masses as well as corporations. I am in favor of restricting the powers of courts and military authorities, to the same level as that enjoyed by the citizens."

In the Populist convention, Ignatius Donnelly was a delegate. An attempt to make him permanent chairman was defeated. Returning to his home, he issued a letter in which he announced that he withdrew from the People's party. He said that after his labors for the past years, in which he had sacrificed his time and literary ambitions and money in advancing the principals and doctrines of that party, he had been humiliated in its convention before the whole world. Those familiar with his record were not surprised at the action of the talented but erratic politician. He had, during his residence in Minnesota, changed his partisan faith and affiliations so often that the record of his political creeds was as checkered and variegated as Joseph's coat.

The sentiment for the free coinage of silver, received in Minnesota many enthusiastic supporters, especially in the agricultural districts; this was partially overcome by the gold standard adherents in cities and villages. The increased total vote in the National election of 1896 over 1892, was 74,000; the increase in the Republican vote 70,000. The aggregate pluralities of counties voting Republican in 1892 and 1896 exceeded 50,000. Of the eighteen counties changing sides, ten changed from Democratic to Republican; namely; Brown, Carver, Itasca, Le Sueur, Morrison, Ramsey, Sibley, Wabasha and Winona. The counties having a previous Republican record, that voted for the

Democratic candidates, were Beltrami, Clay, Cook, Kittson, Marshall, Otter Tail, Pipestone, Traverse and Wilkin. In the Democratic counties of Benton, Dakota, McLeod, Scott and Stearns, the pluralities were greatly decreased from 1892. Roseau County, which had been organized in 1895, gave a Democratic plurality of 240. The total vote for McKinley, 193,503; Bryan, 130,735; Levering, the Prohibition candidate, 4,348; Palmer, National Democrat, 3,222; Matchett, Social Democrat 954. Minnesota was the eleventh State in the Union in which the Republican ticket received the highest percentage of the total vote cast; being exceeded by Vermont, Massachusetts, New Hampshire, Maine, Rhode Island, Connecticut, Pennsylvania, New Jersey, Wisconsin and New York. Her percentage was fifty-seven, the same as North Dakota, it was only forty-five in 1892; fifty-four in 1888, when there were but two States exceeded it, Vermont and Maine.

The State election simply exemplified the old saying "Politics make strange bedfellows." The candidate for Governor of the Fusionists, while in general an advocate of the free coinage of silver in his Congressional career, was not always consistently and unvaringly so. In 1892, when the subject of free silver coinage was before the House of Representatives, he voted in favor of adopting the report of the committee in favor of free coinage, while his Democratic colleagues, Hall and Baldwin, voted against it. On a test vote to lay the whole matter on the table, which was lost by a tie vote, the Speaker voting in the negative, Lind's vote is recorded in the affirmative, and on the vote on the final resolution, which laid the matter over until the next session, he is recorded as not voting.

He was caricatured by the Republican press; dubbed with the name of the "political orphan," a phrase taken from one of his own speeches. The sarcasm, however, did not weaken the supporters of the "white metal;" this coupled with his Scandinavian nativity, created an enthusiastic following throughout the State. The vote was Clough, 165,906; Lind, 162,254; Dean, 5,154; Ames, 2,890; Hammond, 1,125.

An analysis of the vote shows that the western part of the State, largely settled by foreigners, with the exception of Big Stone, Cottonwood, Nobles, Pope, Redwood, Rock, Stevens, Watonwan, Jackson, and Yellow Medicine, went strongly for the fusion candidate for Governor. In a number of the counties the Republican plurality for the head of the State ticket was very small; in Jackson it was only two; in Cass, twenty; in Big Stone, thirty-eight; in Stevens twenty-two.

The Lake Superior Counties were all carried by the Fusionists. In the southeastern part of the State the Republicans carried all the counties by increased pluralities with the exception of the Democratic counties of Winona, Le Sueur, Scott and Dakota. Hennepin County gave Lind a plurality of 3,205; while Ramsey County was carried for Clough by 2,492. The Gubernatorial candidate on the fusion ticket carried thirty-nine of the eighty-one counties, the balance of the ticket, however, carried only twenty-one.

In the Congressional districts seven Republicans were elected. In the First District, James A. Tawney was re-elected by a vote of 27,920 to 17,219 cast for P. Fitzpatrick, the Democratic-People's candidate, and 846 for H. Clark, Prohibitionist.

In the Second District, James T. McCleary was re-elected, receiving 29,481 votes; his Democratic and People's opponent, Frank A. Day, received 21, 132 votes, while 1,045 were cast for Richard Price, Prohibitionist.

In the Third District, Joel P. Heatwole was re-elected by a vote of 24,483 to 18,532, received by the Democratic-People's candidate, H. J. Peck; the Prohibitionist C. T. Langeson, received 801 votes.

In the Fourth District, Frederick C. Stevens, Republican, received 24,845 votes; Francis H. Clark, Democratic-People's, 14,640; George F. Innis, Prohibitionist, 451.

In the Fifth District, Loren Fletcher, Republican, was re-elected over Sidney M. Owen, the Democratic-People's candidate. The vote was 24,508 for Fletcher to 21,521 for Owen.

In the Sixth District, Page Morris, the Republican candidate, defeated Charles A. Towne, Free Silver Republican for re-election; by a vote of 30,317 to 29,598.

In the Seventh District, Frank M. Eddy was re-elected, receiving 26,003 votes; there were cast for Edwin E. Lommen, Democratic-People's, 23,932; for J. F. Herberg, Prohibitionist, 1,173.

Frederick C. Stevens, of St. Paul, one of the two new Congressmen-elect, was born in Boston, Massachusetts, January 1, 1861. He graduated from the law department of the State University of Iowa in 1884, in which year he came to St. Paul. A lawyer by profession he was a member of the State Legislature in 1889 and 1891. He is now (1908) serving his sixth term in Congress.

Page Morris, of Duluth, was born in Lynchburg, Virginia, June 30, 1853; received his education at a private school, the Virginia Military Institute, and William and Mary College. After his graduation, he was appointed assistant professor of mathematics in the Texas Military Institute. In 1873, he removed to Austin in that State, and was in 1876, professor of applied mathematics at the Agricultural and Mechanical College of Texas, located near Byron. He studied law while teaching in the college, and was admitted, in 1880, to the bar at Lynchburg, Virginia. He was nominated for Congress on the Republican ticket in 1884, and was defeated by John W. Daniel, afterwards Senator from Virginia. He located in Duluth, Minnesota, in 1886, was elected Judge of the Municipal Court, city attorney and Judge of the District Court of the Eleventh District, which position he resigned to make a successful canvass for Congress. Judge Morris was re-elected to the Forty-sixth and Forty-seventh Congresses, but declined a re-nomination. He is at present (1908) United States District Judge for the district of Minnesota, residing at Duluth.

Chapter XV.

CYCLONES.

THE transition of a country from a wilderness to conditions of civilization, the cutting of the forests, and the extensive use of electricity, are among the theories which have been advanced as the cause of cyclones or tornadoes. Although no scientific reasons can be advanced for the origin of these destructive phenomena, the fact that these storms were probably as frequent in early, even in the pre-historic times, as at present, is evidenced that the improvements of civilization are no causes for these occurrences. There were no traces of these early atmospheric disturbances left on the plains, but in the forests there were often found belts and areas of fallen timber, commonly known as "wind falls." That these movements have been more destructive in later times is due to the increased number of inhabitants and the growth of towns and cities, in other words, they have been more destructive because there has been more material for them to destroy.

A tornado gathered in the southwestern region of Isanti County, in September, 1865, in what is called the "Lake Typo settlement" some forty miles north of St. Paul; when first seen it appeared in the shape of two clouds approaching each from different directions. Suddenly these counter currents of strong winds appeared to form in the blackened heavens into a funnel shaped mass. The direction of the whirlwind was from southwest to northeast. The country was sparsely settled at the time, and the storm did comparatively little damage in Minnesota,

but after crossing the St. Croix and passing into Wisconsin, it created great devastation among the forests and timber lands.

June 15, 1877 a terrific cyclone visited the town of Cottage Grove, Washington County. It appeared at 9 o'clock in the evening from the southwest in the form of a dark heavy cloud, accompanied with vivid lightning, loud thunder, and a strong wind. The cloud moved forward rapidly; the rain fell in torrents. Suddenly the wind came dashing with great violence, sweeping everything before it. There seemed to be two currents of wind, one from the south and the other from the southwest; finally they came together. The severest force of the storm was confined to a path from four to six miles in length. Fences were laid flat, houses unroofed, moveables carried for miles, etc. The water and mud of a small lake were carried a considerable distance up the bluffs, fifty feet above the level of the lake. One person was killed by being hit with a flying timber. The damage done to property was estimated at about $15,000.

The counties of Faribault, Nicollet and Blue Earth were the center of a heavy rain and wind storm June 11, 1881. The storm was accompanied by an unusual amount of lightning and thunder—several persons were killed, and a number of farm buildings destroyed.

The following month a terrific tornado or cyclone visited Renville County, passing six miles south of the village of Hector. At about 3 o'clock in the afternoon of July 15, the cyclone passed through the towns of Palmyra, Wellington, and Cairo in Renville County, carrying death and devastation in its wake. The death list numbered eleven, while the damage to the farm buildings and crops was estimated at thousands of dollars.

At Mud Lake a surveying party of seven employes, of the Minneapolis and St. Louis railroad company were encamped; they, seeing the storm approaching hurried to their camp. One of the party thus graphically describes it:

"The first thing they noticed was a large black cloud approaching suddenly; the cloud changed to a green and purple color; lightning flashed and thunder rolled, the heavens looked

like a great cloud of dust. Arriving at the camp they attempted to hold their tent down, but the storm scattered them in every direction, hurling them against trees, severely wounding some of the party. A boy driving a herd of cattle about sixty rods north of the camp, was carried into the air, cast to the ground, a lifeless lump of humanity; when found the only article of clothing left on his body was his shirt collar. In the immediate vicinity a farmer's family, consisting of himself, wife and four children, were killed, while another child was fatally injured. The heavy sills of a bridge were picked up and driven into the ground four to six feet. Ducks, prairie chickens and all kinds of birds were found skinned as for a pot pie."

The cyclone passed through the western part of Sibley County, causing great destruction of property and the death of several persons. At the village of West Newton, in Nicollet County, five persons were deprived of life. At New Ulm, about 4:45 o'clock, two separate cloud columns, revolving with great rapidity, one seemingly moving upwards from the earth, the other gradually descending from the sky, were seen approaching the city from the northwest. At the same time from the southwest, another storm was approaching. The two storms united, and their whole force was spent in the city. There was scarcely a building in the place left uninjured; the total property loss was estimated at from $250,000 to $300,000; the Catholic cathedral and nunnery were completely wrecked. One hundred and fifty families were rendered homeless, while six persons were killed and about sixty wounded. The storm lasted about twelve minutes. Relief was promptly forwarded not only from the people of Minnesota cities, but from many points outside the State. After leaving New Ulm, the cyclone moved in a southeasterly direction, visiting the towns of Cambria and Butternut Valley, in Blue Earth County, and spent its fury in the direction of Winnebago City.

On July 21, 1883, a hurricane, originating in the vicinity of Hitchcock, Dakota Territory, passed easterly through the southern portion of Minnesota. The storm became violent and destructive at Sleepy Eye, where it was accompanied by a ter-

rific hailstorm. From Sleepy Eye it went to New Ulm, and crossing the Minnesota River passed through Nicollet County, laying waste crops in its course. The storm followed the line of the Winona and St. Peter railroad through Kasota, Janesville, Waseca, Meridan, Owatonna, Dodge Center and Mantorville to Rochester.

At Rochester, the tornado made a sharp turn to the northeast, and its course nearly eliminated the village of Elgin, in Wabasha County. Of the dwelling houses left standing, all bore the marks of the storm, and $50,000 worth of property was destroyed. Two currents, coming from diametrically opposite points, met in the center of the village, and then veering off spread out and exhausted themselves. For over an hour before the storm, which occurred about noon, there was not a breath of wind, and clouds of dark murky green obscured the heavens; the darkness became intense; the rain then fell for a few minutes very heavily, when the air seemed suddenly illuminated, as if by electricity, and the hurricane came rushing down upon the village from both sides.

At Waseca the storm struck between 11 and 12 o'clock in the forenoon. One storm cloud approached from the south, or from the direction of the village of New Richland; another from the northwest suddenly veered to the northeast, and then swept down upon the town. The two flouring mills and a number of the principal buildings were unroofed, and there was considerable damage done to dwelling houses. A small German church was destroyed at Meridan.

A mile and a half west of Owatonna, a train on the Chicago and Northwestern railroad, was lifted bodily from the track, and dropped about thirty feet from the road bed. The cars were overturned, and more than twenty passengers were badly injured. In the city of Owatonna a large exposition building on the fair grounds was unroofed, trees were uprooted, and several buildings damaged.

One of the most destructive cyclones that ever visited Minnesota occurred in the evening of August 21, 1883, at Rochester. The storm struck the city at seven o'clock, and the clouds as-

sumed a sickly greenish tint, then changed to a copper color, and finally to a bronze, with whitish edges and lateral lines of flying scud athwart it in every direction. The next thing noticeable was a cloud shaped like an inverted cone, with a height seemingly immeasurable, and of appalling murkiness; it came with the speed of a cannon ball down the valley of the insignificant Silver Creek, and when within a half mile of Rochester its peculiar roar could be heard. Its breast, fully 300 feet in the air, was a whirling mass of trees, stones, animals and debris of every description.

Trees were snapped as easily as common field weeds, and in some instances twisted like a corkscrew, and lifted bodily in the air with tons of earth clinging to their roots. Animals were dashed against stone walls, and crushed to powder.

The roar of the fierce surge was terrific. The atmosphere was surcharged with electricity, and pellets of rain and hail were driven vertically as if shot from a rifle. The storm came from the southwest, and while the weather throughout the day had been unsettled, it was not unusually threatening; clouds would form and disappear and form again heavier than before. The wind was from the southeast, and blowing scud clouds.

The storm originated near Sioux City, Iowa, and its first violence in the State occurred at Owatonna; thence it passed easterly, along the line of the Winona and St. Peter railroad, in a narrow path to the Mississippi River, its force having been spent before it reached Winona. The storm lasted only about fifteen minutes, and at 8 o'clock the stars were shining as brightly, and calmly as though cyclones were unknown. In Dodge County, in the township of Westfield and Canisteo, there were five persons killed, and considerable damage was done to property.

Three whirling cones, one coming from south of west, one from due west, and one from north of west, came together above the court house in the central part of Rochester and swept east of north over a track about a half a mile in width. There were several lateral offshoots from this triple cloud, which caused considerable damage. It became supernaturally dark, and when the whirlwind came it brought with it a ghastly sort of

lurid light, which was indescribably awful and was referred to by many as inducive to mental disturbance.

Rochester was indeed hard hit,—where before the storm 300 dwellings had stood not a house remained standing. The northern part of the city had been changed from a habitable place to a maze of mangled matter. The dwellings were occupied by the poorer class of citizens of the city, and in the ruins scores of bodies, mangled, torn, cut, bruised, some breathing, some breathless were taken out. The property damage was estimated to be from $300,000 to $400,000. Many buildings, including the court house, high school, Academy of Lourdes, elevators, depots, business blocks, and a large number of dwellings, were unroofed. Thirty-five persons were killed, while ninety-seven were more or less severely wounded. A relief fund was raised for the sufferers in Minneapolis, St. Paul and other cities of the State. Governor L. F. Hubbard personally visited the devastated territory.

September 9, 1884, a violent wind-storm arose in Hennepin County, where it did some damage; it continued to White Bear Lake, Oneka and Grant in Washington County. From thence it passed over Marine, Big Lake, and Scandia across the St. Croix River into St. Croix County, Wisconsin. In its duration the storm did not exceed two minutes, but in its track through Washington County, not fewer than fifty houses were demolished, causing a loss of $30.000. The losses on barns, machinery, and stock raised this amount to $50,000. At Marine, the damage done, was roughly computed at $75,000.

The most destructive storm in Minnesota to property visited St. Cloud on April 14, 1886. It was between eight and nine o'clock Monday morning, when dark overhanging masses of clouds were seen over the city. Sharp bolts of lightning darted down with terrific force, and the storm burst with great fury. The cyclone track was located two or three miles south and little west of St. Cloud, and its total length was twenty-four miles. The property loss at St. Cloud and Sauk Rapids was more than $350,000; about seventy people were instantly killed, while a number died later from wounds, exposure and fright.

The first victim of the cyclone was Nicholas Junneman, a farmer, whose house was left a pile of ruins. Over fifty houses were totally destroyed in St. Cloud, while many more were badly damaged. That the city was not totally destroyed was due to the fact that the cyclone veered in its course more to the south, thus sparing the costly business blocks and crowded streets.

The tornado crossed the Mississippi River, and for a few moments moved so slowly that it seemed to hang over the face of the waters like a high black column rising towards the heavens. Upon leaving the river, it struck Sauk Rapids, passing through the main business part of the town and leaving but one important business house standing. Flour mills, the court house, a church, school building, post office, newspaper offices, hotels, dwelling houses, all went down under the relentless power of the storm. Streets were blockaded with the wreck so as to be practically impassable.

Among the prominent citizens killed were John Renard, county auditor, Gregg Lindley, register of deeds, and Edgar Hull president of the German-American Bank. The business portion of Sauk Rapids was almost entirely swept away, and the loss of life was proportionately greater than at St. Cloud.

After leaving Sauk Rapids, the cycline struck Rice's, a station on the Northern Pacific railroad. Some four miles southeast of this station, at a farm house, a wedding party was assembled. Almost before they could realize it, the terrific power of the storm encircled them; nine of the company instantly became mangled corpses and among the number was the bridegroom, Henry Friday of Langola; the bride was also dangerously injured, while the Rev. G. J. Schmidt, pastor of the German Evangelical Church of Sauk Rapids, was killed, and the Rev. Mr. Seeder, pastor of the Two River district, had both legs broken.

At Buckman several persons were killed, and six or seven farm houses destroyed. The suffering caused by this cyclone evoked the liveliest sympathy, and large contributions of money, food and clothing were forwarded to the afflicted district by the citizens of Minneapolis, St. Paul and other cities throughout the State.

THE FATAL STORMS OF JULY 13, 1890.

Up to the present time the storm visitation most fatal to Minnesota people occurred in the evening of July 13, 1890, in the southeastern part of the State. There were two distinct tornadoes, one a few miles north of St. Paul, and the other, specially violent and destructive, on Lake Pepin. In the two storms more than 100 people perished, and considerable amount of property was destroyed.

The storm at Lake Pepin commenced as an ordinary storm, coming from the west; half an hour after its first appearance the whole heavens were converted into a canopy of lightning, which was soon followed by a terrific wind.

An excursion boat, the "Sea Wing," which ran from Red Wing to Diamond Bluff to an encampment of the First Regiment of the National Guard, then in Camp near Lake City, had started on her return trip to Red Wing about eight o'clock in the evening. The boat was crowded to its full capacity with one hundred fifty men, women and children, with about fifty people on a barge attached to the side of the steamer. A majority of the excursionists were young men and women from Red Wing. When about opposite Lake City the boat began to feel the effects of the storm; nearing Central Point, about two miles above Lake City, the steamer was at the mercy of the waves, which were now washing over the bow. Everything was in confusion; the boat momentarily stranded on a bar, and the barge was cut loose, and the steamer set adrift in Lake Pepin. The boat was carried into the middle of the lake, where it capsized, and the one hundred fifty people on board were precipitated into the tumultuous waters; those in the barge drifted nearer the shore and were all saved.

In Lake City, while there were no fatalities, the business part of the city was badly demolished; a saw and flouring mill, and the starch works were totally wrecked; the roof of the opera house was carried away, and the business blocks badly demolished. At the encampment of the First Regiment, while the tents were all blown down, there were no casualties.

By the whelming of the Sea Wing, one hundred of Red Wing's young men and women, the city's bravest and bonniest, went to sudden death. The awful visitation was fully realized in the town and surrounding country, where so many households had personal interests in the calamity. For a long time the people lived in an agony of grief and bereavement, and even yet the incident to them is one of painful memory.

Earlier in the same evening a cyclone passed over the district a few miles north of St. Paul, at Lake Gervais, practically a summer resort for certain residents of the capital city of the State. Several houses were blown down, six persons killed outright, and eleven badly injured.

The afternoon of June 15, 1892, in the southern part of the State, was sultry and dense; overhanging clouds seemed almost to touch the ground, while not a breath of air was stirring. Later in the afternoon, in Jackson County, there was a heavy downpour of rain, which was preceded by a strong wind from the south. Between 5 and 6 o'clock a huge funnel-shaped cloud was noticed in the sky; the cloud advanced rapidly and its approach was accompanied by a loud roaring. It touched the ground near the town of Jackson, and advancing in an easterly direction, two miles west of Sherburne, in Martin County, struck a little district schoolhouse, in which a teacher and eighteen scholars had sought shelter from the rain. Without a moment's warning the tornado demolished the building, killing one of the scholars, wounding nearly all the others, besides severely injuring the teacher. The cyclone proceeded through Martin County into Faribault; reaching Winnebago City, the Blue Earth River seemed to divide it, as one half of the storm took a southeasterly direction, and the other half a northeasterly course. There was little damage done in the vicinity of Winnebago City, not a single person being killed within fifteen miles of that city, nor a building destroyed within five miles.

The storm that took a southeasterly direction passed over Faribault County, south of Wells. About one mile east of Wells three persons were killed and considerable property damaged. In Wells a few window fronts were blown out and some sidewalks

overturned. The storm then spent its fury in the direction of Albert Lea, and Austin.

The storm taking an easterly direction from Winnebago City visited in its progress the little village of Easton, Faribault County, where three houses were demolished. Here the twisting funnel of clouds took a northeasterly direction destroying everything in its path. Dozens of farm houses and barns were totally destroyed. From Wells to within four miles of Minnesota Lake not a building in the path of the storm was left standing. It struck Freeborn County at the northwest corner, and proceeding to Hartland caused a sad devastation; five persons were killed; several wounded, and a number of buildings demolished.

The storm path extended for eighty-five miles, from Sherburne to beyond Hartland; its width was not to exceed twenty rods. It sped howling over prairies, now and then crushing a building to splinters and strewing the ground with dead cattle and hogs. The black rolling clouds of vapor, dust and fragments of buildings were accompanied by an awful roaring sound. The deluge of rain was followed by floods. The Maple River rose twelve feet in thirty-six hours. Cobb River was never before, or since, known to be so high. The Blue Earth River rose very rapidly, and the Minnesota in thirty hours reached high water mark. The Root River Valley, for seventy five miles, was flooded from hill to hill. A large amount of damage was done to farms and farm buildings, and about fifty persons were killed along the track of this cyclone.

On the evening of September 21, 1894, occurred one of the greatest wind storms ever witnessed in Southern Minnesota. The cyclone struck the village of Le Roy, in Mower County, at 9:45 o'clock, and was almost thirty seconds in duration. It destroyed more than half of the business portion of the village; totally demolished many residences and their contents. There had been a heavy fall of rain in the evening, which was followed by hail, previous to the cyclone striking the village. The property damaged was estimated at $75,000; there were three persons killed and thirteen injured.

The cyclone, on leaving Le Roy, proceeded in a northeasterly direction. In its course it completely destroyed the eastern portion of the small village of Lowther. At Spring Valley, in Fillmore County, twenty-five house were totally wrecked, and one hundred damaged; the property loss being estimated at from $50,000 to $75,000. There were three persons killed, and twenty- two wounded.

The most disastrous storm in the history of St. Paul occurred at 9:40 o'clock on the evening of August 20, 1904. The storm was reported by the Western Union Telegraph Company, early in the evening as originating in South Dakota. In St. Paul the center of the storm seemed to follow the Mississippi River, from Fort Snelling to Bridge Square. The greatest damage occurred in the wholesale district, Dayton's Bluff, and the northeastern part of the city, where the storm spent its force.

Two spans of the high bridge were crumpled into a mass of debris. The Tivoli Concert Garden on Bridge Square was crushed like an egg shell, killing two persons and more or less injuring a score of people. A frame annex of the House of the Good Shepherd, was blown down, causing the death of a girl. The storm was particularly severe in the wholesale districts of the city, blowing in the windows of many of the establishments, and flooding the floors with water. The retail district suffered a severe loss in broken windows, and a consequent damage by water.

Many residences were damaged, chimneys were carried away, houses wrenched from their foundations; roofs torn off, and out buildings demolished. Shade trees were uprooted, and blown down, making the streets impassable; electric light, street car, telephone and telegraph wires were carried down, and wriggling among the tree tops aided in blockading the streets. Building Inspector F. H. Ellerbe, estimated the property loss at St. Paul in the neighborhood of $1,000,000.

The storm caused considerable damage to property in Minneapolis. In the adjacent district of St. Louis twenty houses were demolished, and three persons killed. At Glencoe, the storm was reported to be about a mile in width; thousands of dollars

of damage was done to property; two children and a man killed. at Waconia the property loss aggregated $250,000. A family, consisting of husband, wife and one child, had their lives crushed out by a flying piece of timber. The city of Stillwater suffered a property loss of $100,000.

Chapter XVI.

FOREST FIRES OF 1894.

THE great holocaust at Hinckley and the vicinity in September, 1894, was preceded by a drouth which extended through the summer of that year. In the upper Mississippi Valley the accumulated deficiency of rainfall at the close of the year, 1893, was 4.4 inches. At the end of August 1894 this deficit had increased to 9.5 inches, or only about two-thirds of the amount that should have fallen.

The conditions in the immediate locality of the fire district, between St. Paul and Duluth was that the soil was rather light and originally was covered with heavy timber of pine, spruce and hard woods. Except in certain locations it consisted of pine barrens, swamps, or lakes, and during the past twenty-five years much of the timber had been cut off, leaving accumulation of dead and down timbers, stumps and brush.

As early as July 16 forest fires were reported in Eastern Minnesota, section men in the employ of the railroads were set to work fighting the flames. Hundreds of tons of hay were destroyed. The fires were generally removed quite a distance from the right of way of the railroads or the habitations of the resident, and there had been no reports of any damaged buildings.

The theory has been advanced that the origin of the fire was caused by charcoal dust and carbon being absorbed by the atmosphere, and then becoming so heated by the long continued drought, so as to produce spontaneous combustion. The basis however, of this theory is simply that persons claimed to have

witnessed that the air seemed to be on fire, and that the flames made great leaps, often breaking out from 1,500 to 2,000 feet ahead of the foremost blaze, without any apparent cause. The survivors of the calamity, however, state that the wind was terrific and the smoke was so black and dense that it was impossible to see anything three feet away. The fact was, that for three months there had been a continuation of forest fires, some of which had not been properly extinguished by the fire fighters, and this, with the intense dryness, had made a regular tinder box of the accumulated debris, which igniting laid the foundation for the great conflagration.

The exact origin of the fire is somewhat indefinite, the one that visited Hinckley must have started in the region south of Mission Creek. Around this little village much of the pine had been cut. There was in the hamlet twenty-six houses, a schoolhouse, a small saw mill a general store, hotel and blacksmith shop. At the time of the fire there were seventy-three people living in, and adjacent to, this village; a great number of the population were away from home, having gone to Dakota for the harvest. The people had been fighting local fires for a month. At noon, on September 1, great clouds of smoke could be seen in the southwest. By two o'clock the wind became a hurricane, and at three o'clock it was almost as dark as night. The people flocked to the store, and asked the proprietor to telegraph for a train to take them away. By this time the whole village was on fire, and the people proceeded to a potato patch in the rear of the store. For two hours they laid with their faces to the ground until the worst was over, and that night were conveyed by a work train to Pine City. Everyone lost all they had, with the exception of a few who saved a little wearing apparel which happened to be stored away in satchels.

About six miles west of Mission Creek was Pokegama, now shown on the railroad maps as Brook Park. It had been first settled in 1893, and there were one hundred and thirty-five persons in the settlement. On the day of the fire, the wind blew a gale from the southwest, and swept the fire, which started three miles away, in a direct line to the village. The fire reached

this settlement about two o'clock in the afternoon; the atmosphere was filled with smoke; the people, for protection, sought the water of a small pond, about fifteen feet deep in the center, near a railroad bridge. This increased the danger, as only the edges of the pond could be used by the people for fear of getting beyond their depth in the water. The people were all huddled together, throwing water upon each other, and the heat became so intense they were obliged to stand in the water, barely leaving their mouths and noses exposed so as to breathe. They were kept in the pond by the heat from two to six o'clock in the afternoon, when they took possession of two box cars which the fire had left untouched. Twenty-three persons lost their lives, and the schoolhouse, saw-mill, store and dwellings were completely devastated.

Between Pokegama and Opsted, twenty-three Chippewa Indian bodies were found; these belonged to the Chief Wacouta band, who perished with his followers. They had left the reservation two months before the fire, and built a hunting lodge on one of the forks of the Shadridge Creek.

At this time the fire fiend was advancing with rapid strides upon Hinckley, one of the lumbering town of Pine County, having a population of about 1,200 people. All around the village were woods as dry as tinder, and ready for a terrible bonfire. The danger of fire had long been seen, and warning had been given of possible damage to the town. The inhabitants, however, had become fearless of danger. The fire that reached Mission Creek swept onwards towards the north, following the direction of the St. Paul and Duluth railway tracks, where they intersect with the Great Northern tracks. This alone was certain doom to Hinckley, but soon the fire which had laid Brook Park in ashes joined the other fire, and Hinckley became one avalanche of flame, wind, heat and storm, dealing death and destruction in its path. The depot, public buildings, schools, etc., simply melted down in a few minutes; the earth, the air, even the heavens, seemed to be on fire; it was only in flight, water, or the train that escape could be hoped for.

About two o'clock on the afternoon of the fire, the fire department of Hinckley was called to the west side of the town to fight a slight blaze; in about half an hour a dozen small buildings on the outskirts were in flames. Two thousand feet of hose was laid down, and a telegram sent to Rush City for 600 feet more. The wind was blowing a perfect hurricane, from a direction a little west of south. At twenty minutes to three o'clock, the local from Duluth, on the Great Northern railroad, pulled into Hinckley; everything was afire at that time, and the heat and smoke were intense almost to suffocation. The freight train was side-tracked awaiting the arrival of a passenger train, northbound, due at Hinckley at 3:25. After a consultation of the conductors and engineers, Barry, engineer of the freight train, ran up to the other end of the yard, and coupled on to three box cars, a caboose and five passenger coaches, besides the two engines.

All this time the fire had been pushing on in its mad course, and the chief of the fire department informed the people that the fire was beyond control, and that they must save themselves, as he could do nothing for them. The emergency train was drawn up before the depot and the panic stricken men, women and children, to the number of 276, were placed on board. The train, after waiting for three quarters of an hour at the depot, and until men and animals were falling in the street from the heat, moved out towards a place of safety. Everything was burning, fire on all sides, and the heat continued so intense, that combined with the smoke it seemed as if all on board would perish of suffocation. Seven miles out of Hinckley, the first cool current of air was struck, and the passengers could breath easier. When Sandstone was reached the train pulled up, and many people of that town boarded it. Just out of Sandstone, the bridge over Kettle River was on fire; the train slowed up, and the watchman cried: "For God's sake go on, you can cross it now, but it will go down in five minutes." The engineer threw the throttle wide open, ran out on the bridge, and crossed it in safety; five minutes later the bridge fell by its own weight.

A twenty minute stop was made at Partridge, where the occupants of the cars were supplied with water, they having been exposed to the terrible heat for so long a time, that they were suffering agonies. The train stopped at Mansfield and Kerrick, and reached West Superior without any further exciting incidents.

The south-bound limited train, on the St. Paul and Duluth railroad, left Duluth for St. Paul at 2 o'clock in the afternoon of the first day of September. The train consisted of one combination car, one coach, two chair cars and engine No. 69. The atmosphere was heavy with smoke, when the train pulled out of the Duluth depot. All the way to Carlton the smoke grew gradually thicker and more dense. The train had aboard one hundred and thirty-five to one hundred and fifty passengers, who became greatly alarmed by the flames, that could be seen on both sides of the track, and the roar of the fire could be distinctly heard. The heat became more and more intense and insufferable; the smoke increased until it was found difficult to breathe. The train men attempted to allay the fears of the passengers, and when within a mile and a half of Hinckley the first information was received of what had occurred at that place. A number of fleeing and panic stricken citizens flagged the train, and in a few words told their story. About one hundred and fifty to two hundred of these refugees boarded the train. The conductor finally decided to run his train back to Skunk Lake, located near the track, about four miles from the place where the refugees were met. The engine was reversed, and the four miles to Skunk Lake accomplished, though the flames gained upon the train every minute, finally bursting over it in a hurricane blast. Smoke and flames were everywhere; came in through the ventilators, the tops of the cars, and through the cracks at the sides of the windows. The rear coach being on fire, the terror-stricken passengers fled to the other coaches. The heat was so intense that it cracked the glass in the windows of the cars, and many of the passengers became delirious. Skunk Lake was reached, and the passengers and refugees immersed themselves in the morass of mud and water, where they laid

for hours, holding their faces close to the ground to escape suffocation. All the passengers were saved on the train except one, who wandered away from the party, and whose body was found west of the track.

On the line of the Eastern Minnesota railroad in Hinckley, the railroad company had made a gravel pit two or three acres in extent; its bottom was some twenty or thirty feet below the level of the surrounding country. After the departure of the train about seventy persons sought shelter in this pit. It contained a pool of water about three feet in its greatest depth, and closely huddled together in this pool were the fugitives, domestic animals and from 300 to 400 trunks, all of which passed through the fire unscathed. This pit was large enough to have saved all the people of Hinckley, and their household goods, had they only sought its refuge. The loss by the fires at Hinckley was one hundred and ninety-seven persons.

A half an hour after the emergency train had left Sandstone, which is situated on the Kettle River, in Pine County, about nine miles from Hinckley, the conflagration reached the village. The people had refused to heed the warning of the refugees from Hinckley, on board the emergency train, which pulled out and left them to their fate. Every building in the village, with one exception, became a heap of ashes, and sixty-three of the villagers perished in the flames, the balance finding safety in the waters of the Kettle River.

Partridge, a small station six miles north of Sandstone, had a population of about fifty people; this hamlet was totally destroyed. The residents were all saved except one, a refuge being found about three miles from the hamlet in a lumber camp of one hundred acres, that had been burned over. Here they remained from a few minutes before six until midnight, when they were rescued by a relief train from West Superior.

Sandstone Junction (or Miller), a station nine miles north of Hinckley, on the St. Paul and Duluth railroad, was merely a sidetrack for lumber cars, and most of the residents adjacent to it were farmers, who had made clearings and settled on them. To escape the conflagration, the inhabitants placed themselves

in wells and potato patches, in the latter covering themselves with earth. Quite a number of the settlers were away at the time of the fire, but fifty per cent of those at home were burned to death.

According to the certified report of Dr. D. W. Cowan of Pine County, under date of November 24, 1894, there was a total of 413 deaths, caused by the conflagration. The State Commission, appointed by Governor Nelson, consisting of Charles A. Pillsbury, Kenneth Clark, Charles H. Graves, Matthew G. Norton and Hastings H. Hart, estimated the property loss would approximate $750,000; this did not include damages done to the lumber and soil. The treasurer of the commission acknowledged the receipt of $96,458.69 cash donations; of this amount, $11,600 was received from England and Canada; $14,711.19 from the United States, outside of Minnesota and $70,147.50 from Minnesota. Besides this, $23,565.74 was donated and distributed by local relief committees. The total estimated value of relief furnished to the fire sufferers was $184,744.

Chapter XVII.

ADMINISTRATION OF GOVERNOR CLOUGH.

THE inauguration of David M. Clough as Governor of Minnesota occurred January 6, 1897. He was born in Lyme, New Hampshire, December 27, 1846. When he was nine years of age, his father removed to Waupaca, Wisconsin; the following summer he came to Spencer Brook, Isanti County. At this time this was the extreme limit of civilization. The elder Clough took up a claim, the grubbing and cleaning up of a farm was supplemented by logging, in which he was assisted by his sons.

When the Governor reached the age of sixteen, he went to work in the summer time in a saw mill at Minneapolis. He assisted his father and others in lumbering winters, this continued four years, when his father gave him his time, which was the only endowment he had to bestow upon him. The next four years were spent in lumber camps in the winter, in farming in the summer. In 1870, in partnership with his brother they commenced lumbering for themselves at Spencer Brook, where they remained ten years. They then removed to Minneapolis where the logging was continued for several years, when they commenced to manufacture lumber, first hiring their logs sawed; finally they built a saw mill and subsequently conducted an extensive business.

Governor Clough's first appearance in the political history of the State was in the Legislature of 1887 as Senator from the Twenty-eighth District, which composed the First and Second Wards of the city of Minneapolis, the township of St. An-

thony, in the county of Hennepin, the counties of Anoka and Isanti. He was elected Lieutenant Governor in 1892, re-elected in 1894. Succeeded to the office of the chief executive of the State the following year, on account of the resignation of Knute Nelson. His election to the Governorship placed in the chair a self-made man, a transplanted product of the virgin soil of Minnesota, whose health, energy and wealth were the result of his environments within her confines.

THIRTIETH STATE LEGISLATURE.

The Thirtieth Legislature assembled January 5, 1897. The membership of the Senate was the same as the preceding session, with the exception of two changes. One occasioned by the resignation of William P. Allen in the Fifty-third District; George A. Whitney was elected to fill the vacancy. The other by the election of Frank A. Day to the acting Lieutenant Governorship, resulted in a contest in the Sixth District. The retiring Lieutenant Governor by his defection to the silverites in the last campaign had antagonized his former Republican colleagues, and some of his constituency; he claimed that he was elected Senator for four years, that his selection as Lieutenant Governor, to fill a vacancy caused by the resignation of the Governor, did not terminate his term. At the State election in the Sixth District H. H. Dunn had received in a few election districts some votes to fill the vacancy; on the assembling of the Legislature he presented his credentials and desired to take the oath of office. An objection being raised the matter was referred to the committee on elections, which reported it back to the Senate with recommendations, that the Senate as a committee of the whole should hear the arguments of both sides. The Senate sat several days, as a committee of the whole, listened to testimony and arguments; and on January 25, by a vote of thirty ayes to twenty-three nays decided that a vacancy did exist in the Sixth District, and that H. H. Dunn was entitled to take the oath of office.

The House of Representatives consisted of ninety-one Republicans, thirteen Populists, seven Democrats, two Silver Republicans, and one Democrat-Populist. J. D. Jones, of Long Prairie was chosen Speaker. He was born in Pennsylvania in 1849 and located in Todd County in 1867. His education had been obtained at academies in his native State. He had been register of deeds, and county attorney for his home county, assistant secretary and secretary of the State Senate, also clerk of the Supreme Court.

In the membership of the House thirty-seven had been reelected, there were thirty-seven foreigners, thirteen natives of the State, and nineteen residents previous to 1860. The majority of the House were either farmers or lawyers; there being forty-three of the former and twenty-two of the latter. For three consecutive terms, the Seventh District comprising, Nobles, Murray, Rock and Pipestone Counties had sent Ole O. Holman, a native of Norway, who was engaged in the mercantile business at Slayton, and Daniel Shell, a native of St. Lawrence County, New York, a real estate and insurance broker of Worthington, who had been mayor of that city five terms. Dakota County had elected C. F. Staples, a practical farmer and dairyman, for a third consecutive term. The district comprising Chisago, Kanabec, and Pine Counties had sent for a fourth consecutive term, August J. Anderson of Taylor Falls, a native of Sweden, author of the law to tax unused railroad lands. Jacob Truwe, a native of Switzerland, a settler in Minnesota since 1856, represented Carver County. He had served in the First Minnesota Artillery, and was a member of the Legislature of 1878.

Henry G. Hicks, an ex-judge of the Fourth District, a member of the Legislature for five consecutive terms commencing in 1877, was one of the Representatives for Minneapolis. Ignatius Donnelly, of Ninniger, was elected from Dakota County, by the People's Party. S. J. Abbott, a lawyer of Delavan, a member of the House of 1893, represented Faribault County. From Dodge County came Samuel T. Littleton, an attorney of Kasson. A native of Missouri, at the age of sixteen he began teaching; in 1884 he removed to Minnesota, being

admitted to the bar three years later. Henry Feig, the Representative from Kandiyohi County, was a member of the Legislature of 1891 and 1895. He was born in Minneapolis and settled in his new home in 1870; he was engaged in farming. He was defeated in 1892 in the Seventh District for Congress on the Republican ticket, by eighty-five votes. The Fiftieth District sent Wallace B. Douglas of Moorhead, a native of Lynden, New York, he graduated from the law department of the University of Michigan. He afterwards practiced law eight years at Chicago, removing in 1883 to Moorhead. He was a member of the House of Representatives for 1895; afterwards was elected for three consecutive terms to the office of Attorney General of the State.

The Governor in presenting his biennial message to the Legislature stated, that the citizens of the State, in common with other States had for over three years suffered financial depression and industrial stagnation. The market for the products of the farmers had been circumscribed, prices thereby being greatly depreciated. He advocated that business methods should be applied to all State and municipal affairs. At the suggestion of the superintendent of public education, he recommended that "Minnesota Day," for public schools should be established, which should be devoted, especially to teaching the history of the early discovery and settlement of the State. He also favored the restoration of the bureau of immigration, which had been abandoned for twelve years, as there were thousands of acres of vacant lands waiting the hands of intelligent toil to make them sources of wealth.

The Legislature adjourned April 21, 1897. The total of the appropriation bills was somewhat larger than the two preceding sessions; the Governor called the attention of the Legislature to the fact that the general bill contained many items, that heretofore had been the subject of special bills. The bounties for killing wolves were reduced to $5.00 during the months of January, February, March, April and May; $3.00 at every other season of the year. The sum of $5,000 was appropriated for the dedication of a monument erected at Gettysburg's battle

field, to commemorate the immortal charge of the First Minnesota Infantry. This dedication took place July 2, 1899. Addresses were made by Governor Clough, Colonel E. B. Cope, government engineer in charge of the park, Judge Lochren acting adjutant at the close of the second day at Gettysburg, Senator Davis, Colonel Colvill, who led the charge, Major Martin Maginnis, a member of the regiment, and others.

The Legislature memorialized Congress to establish a military park at Vicksburg, Mississippi. An appropriation of $5,000 was made for the purchase and distribution of sugar beet seeds.

By another act, the Legislature provided for laying a tax on the gross earnings of telephone, fast freight, equipment, express and sleeping car companies. The military code was revised. By a vote of two-thirds of its legal votes, any county or municipality could use a voting machine at its elections. A general law was passed for reorganizing counties, by which they could become permanently organized when there were 800 registered voters. The State was apportioned into sixty-three Senatorial and Representative districts; the Senate to consist of sixty-three and the House of one hundred and nineteen members.

The following constitutional amendments were adopted, and ratified by the people at the general election of 1898. Cities and villages were given the right to frame their own charters, the general limits to be prescribed by the Legislature, and for the purpose of general laws the cities were divided into four classes. Women were given the right to vote on management of schools and libraries, and were eligible to hold office on boards of these institutions. The "State Road and Bridge Fund" was created for the purpose of lendings moneys to be used in the construction and improvement of public highways and bridges.

Ex-United States Minister to Russia, Andrew D. White, of New York, was on February 15, the honored guest of the House.

STATE ELECTION IN 1898.

The campaign for State officers commenced in the summer of 1898. The Democratic Silver Republicans, and Populists,

held conventions at Minneapolis on June 15. By an agreement, a committee of seven from each convention was appointed to act in joint conference. The Democrats and Silver Republicans had no trouble in making their appointments; the Populists, however, consumed the entire day in discussion; the majority finally agreed to a compromise plan of fusion and appointed a conference committee; the minority bolted the convention, nominated a full State ticket headed by Lionel C. Long, for Governor, and endorsed Ignatius Donnelly for United States Senator.

The joint conference committee after a lively session agreed to divide the candidates for the State offices between the three parties, allowing the conventions to make the nominations. John Lind, the Gubernatorial candidate was endorsed by the conventions. The Populists having been allowed the following officers nominated J. M. Bowler for Lieutenant Governor, John F. Kelly for Attorney General, and George M. Lamphere for Auditor. The Democrats completed the ticket by nominating J. J. Heinrich for Secretary of State, and Alexander McKinnon for Treasurer.

The Democrats and Silver Republicans in their platforms endorsed the "Chicago Platform" and the candidacy of William Jennings Bryan for the Presidency; the latter platform also endorsed the initiative and the referendum.

The Republican State Convention met at St. Paul June 30. The candidates for Governor were William H. Eustis, of Minneapolis, Samuel R. Van Sant, of Winona, and Lorin W. Collins of St. Cloud. There were 1,175 delegates in the convention; it took two ballots to determine the result, Van Sant was a formidable candidate, and Judge Collins also developed considerable strength, but Eustis, being the winner was introduced to the convention as the next Governor. Lyndon A. Smith received the nomination for Lieutenant Governor, the State officials were all renominated, expecting the Attorney General, Wallace B. Douglas being the nominee for that office.

The platform adopted commended the tariff legislation of 1897; approved of the National administration's treatment of our foreign relations, and its management of the war with Spain.

It favored the immediate annexation of Hawaii, and the constructing of the Nicaragua Canal by the United States. It declared for a gold standard, abounded with praise of Senators Davis and Nelson, the former being endorsed for re-election. The Prohibitionists nominated for Governor George W. Higgins, and the Social Democrats, William B. Hammond.

The vote for Governor was Lind, 131,980; Eustis, 111,796; Higgins, 5,299; Hammond, 1,685; and Long, 1,802. The total vote was 252,562, over 60,000 less than it was in 1896; Lind not receiving as many votes as he did in that year by over 30,000. This is partially accounted for by the fact that it was an off year, no Presidential election being held. The registration, especially in the cities, was very much lighter, falling off over 15,000 in Minneapolis and 10,000 in St. Paul. The country districts did not, however, show such discrepancies. Among the factors that contributed to the defeat of the Republican candidate were the inexperience of the managers of the campaign, Lind's Swedish nativity, and the open hostility and unwarranted opposition of Governor Clough to Eustis, as indicated by the following extraordinary telegram sent to Governor Lind:

"Hon. John Lind, New Ulm.

"Allow me to congratulate you from the bottom of my heart. There is still a God in heaven.

"D. M. CLOUGH."

Of the eighty-two counties, twenty-two changed their party affiliations from their status in 1896. Aitkin, Anoka, Big Stone, Blue Earth, Carlton, Carver, Isanti, Mille Lacs, Nobles, Ramsey, Sibley, Stevens, Wabasha, Waseca, Washington, Wright and Yellow Medicine were carried by the Democratic-People's ticket; while Beltrami, Hubbard, Norman, Pipestone and Todd were turned from the Fusion ticket and made Republican counties. The new county of Red Lake gave the Democratic-People's ticket 666 plurality. All of the Congressional districts were carried by the Republicans, the then incumbents being all re-elected. The Republican State officials were all elected, having pluralities from 24,743 for Lieutenant Governor, to 46,754 for Auditor.

Chapter XVIII.

MINNESOTA'S REGIMENTS IN THE SPANISH-AMERICAN WAR.

THE proclamation of War with Spain found Minnesota in a much better situation to respond to the call of the National Government for troops than she was at the breaking out of the War of the Rebellion. The Adjutant General's report, under date of August 1, 1897, shows that the militia forces of the State consisted of three regiments of infantry having a membership of 1,701 men, also two battalions of artillery with 125 members. This body of citizen soldiery well drilled and disciplined formed a nucleus to draw upon to fill the quota called for by the Federal Government for volunteers for the Spanish-American War.

In obedience to the orders received from the Secretary of War for three regiments of infantry, steps were taken to recruit each company to one hundred men, the maximum peace footing being seventy-six men. On April 29, 1898, the First, Second and Third Regiments of the Minnesota National Guards, having signified their willingness to enter the service of the United States, were ordered to report for duty at the State Fair Grounds in St. Paul. The regiments assembled in the afternoon of the date specified and Camp Ramsey, named in honor of the late Alexander Ramsey was established. This rapid mobilization resulted in Minnesota's troops being the first volunteer force to be mustered into service for the United States. It is also, worthy to note as a coincidence that the First Minnesota Regiment of Infantry was mustered into service for the War of the Rebellion on

April 29, 1861, and that Minnesota's first three regiments for the Spanish-American War were mobilized April 29, 1898. The final mustering of the regiments was completed in the early part of May and they were officially reorganized as the Twelfth Regiment of Infantry Minnesota Volunteers, Thirteenth Regiment of Infantry Minnesota Volunteers, and the Fourteenth Regiment of Infantry Minnesota Volunteers.

The mustering in and organization of the Twelfth Regiment of Infantry was completed May 6 and 7, 1898, Joseph Bobleter, of New Ulm, being commissioned Colonel; Frank B. McCoy, of St. Paul, Lieutenant Colonel; George W. Mead, of Mankato, Arthur W. Wright, of Austin and George S. Whitney of Faribault, Majors. Camp Ramsey was left May 15, and the regiment arrived at Camp George H. Thomas, Chicakamagua Park, Georgia May 19, and was assigned to the First Brigade, Third Division, First Army Corps. The Twelfth remained in camp at Chickamauga Park until August 23, when it was removed to Camp Hamilton, Kentucky, arriving there the following day. Orders were received for the regiment to return to Minnesota and on September 15 it embarked for home arriving at New Ulm on September 17. Here the regiment went into camp and on September 21 was furloughed for thirty days and mustered out of the United States service at New Ulm on November 5, 1898. The regiment's losses were one commissioned officer and eighteen privates from disease contracted while in the South.

The Thirteenth Regiment of Infantry completed its organization May 7, 1898, by the appointment of Charles McReeve, of Minneapolis, Colonel; Wescott W. Price, of St. Paul, Lieutenant Colonel; Frederick W. Ames, of Minneapolis, Edward S. Bean of St. Paul, and John H. Frederick of Red Wing, Majors. Camp was broken May 16, and the regiment proceeded to San Francisco, California, to prepare for service in the Philippine Islands. The regiment upon its arrival May 21, in San Francisco, was sent to Camp Merritt where it remained until June 26, when it was embarked on the steamer "City of Para." arriving at Manila Bay, July 31.

On August 7 the Thirteenth marched to Camp Dewey where it encamped and was engaged, in the Battle of Manila against the Spanish army as part of the Third Brigade, Second Division, commanded by Brigadier General McArthur.

In this engagement Captain Oscar C. Seebach, of Red Wing, and Captain Alfred W. B. Joinstad, of St. Paul, was severely wounded. In the latter part of August the regiment was assigned to Brigadier General Hughes's command as provost guard of Manila on which duty they continued until March 19, 1899. The following day they were assigned to field service in the Third Brigade, Second Division, commanded by General R. P. Hall, and on March 25 and 26, took part in an attack on the insurgent army in the Mariquina Valley. From March 29, to August 4, the regiment guarded the line of railroad communication from Meriloa to San Isabel. During this period the regiment had a number of engagements with the insurgents among which were an attack on the railroad, April 10 and 11, and the Battle of Santa Maria, April 12.

The Second and Third Battalion of the regiment were assigned to the Provisional Brigade under the command of Colonel Summers, and formed a part of General Lawton's expedition to the interior. It was while engaged in this service, on May 8, when in pursuit of a body of insurgents, that Major A. M. Diggles, of Minneapolis, received a bullet in his forehead the wound resulting in his death. During the absence of the two battalions the First Battalion performed guard duty on the line of railroad from Bigaa Bridge to San Isabel The Second and the Third Battalions, on May 25, were relieved from duty with the Provisional Brigade, and detailed to guard the railroad line from Caloocan to Guiguinto, also to protect and patrol the towns of Malabon, Polo, Meyecanaan, and Guiguinto. The Thirteenth, was, on August 4, relieved from any further duty and returned to Manila where on August 16, they embarked for home on the transport Sheridan reaching San Francisco, California, September 7. They encamped at the Presidio where they remained until mustered out of the United States service October 3, 1899. The regiment's casualities

were, one commission officer, died of wounds, and one from sickness, six privates were killed in battle, thirty-three died of disease, and three by accidents. There were six commissioned officers and sixty-eight privates wounded.

The organization of the Fourteenth Regiment of Infantry was completed May 8, 1898, Charles A. Van Duzee, of St. Paul, being commissioned Colonel; Charles E. Johnson, of Mankato, Lieutenant Colonel; Francis H. Bidwell, of Duluth, Edward S. Person of Zumbrota, and Charles M. Schaeffer of Minneapolis, Majors. The regiment left Camp Ramsey May 16, and arrived at Camp George H. Thomas, Chickamauga Park, Georgia three days later. They remained in this locality perfecting themselves in drill, company and battalion movements until August 28, when the regiment marched to Rossville, Georgia, where railroad transportation was taken to Knoxville, Tennessee, where they went into quarters at Camp Poland. On September 20 the Fourteenth left Camp Poland for St. Paul, arriving in that city September 23 and were furloughed for thirty days. The regiment was mustered out of the service at St. Paul, November 18, 1898. They had lost by disease during their term of enlistment nine of their number.

To fill Minnesota's quota for the second call of President McKinley for volunteers for the Spanish-American War, the infantry regiments of the National Guards of the State having enlisted to fill the quota under the first call for troops, for enlistment were commenced for a new regiment. Companies were mustered in at St. Paul from July 9, to 18, and the regiment became officially known as the Fifteenth Regiment of Infantry Minnesota Volunteers. The organization of the regiment was completed by commissioning John C. Shandrew, of St. Paul, Colonel; Harry A. Leonhaeuser, of Minneapolis, Lieutenant Colonel; Paul H. Gotzian, of St. Paul, and Daniel W. Hand, of St. Paul, Majors. The regiment remained at Camp Ramsey until August 24, when it was removed to Camp Snelling. The Fifteenth was embarked September 15 for Camp Meade, Pennsylvania, and arrived there on the eighteenth of that month. The regiment on November 15, proceeded to Camp Mackenzie,

Georgia, where they remained until they were mustered out at Augusta, Georgia, March 27, 1899. The casualities during their term of enlistment were twenty members from disease contracted in the service.

Chapter XIX.

BATTLE OF SUGAR POINT.

IN the early part of October, 1898, occurred a series of troubles, ending in an armed conflict between the United States authorities and a certain faction of the Pillager band of Chippewa Indians. The incident as a whole, thoroughly excited the people of the northern portion of the State for some weeks, attracting National attention, and engaged the efforts of the Government authorities for some time, besides entailing a large expense. The affair ended in an almost complete victory for the Indians, and in the discomfiture and humiliation of the Federal authorities.

The Indians involved were connected with the Pillagers, and lived on Bear Island, which is in the eastern part of Leech Lake, and is a part of the Leech Lake Indian Reservation. Some of them, however, occupied lands on the adjacent shores of the lake, but all of them were known to the whites as "Bear Islanders." Their number included about one hundred men and boys who were capable of bearing arms. While the Bear Islanders had adopted most of the customs of civilization, they still clung to many of their aboriginal habits. In their religious belief they were still pagan, paying reverence to the Manitou. They did not believe in polygamy, and their women were noted for their chastity. In their dress they adopted some of the habiliments of civilization, but generally wore some article distinctly Indian. Commonly they wore no head covering, and in warm weather wore blankets around their shoulders, and in many cases moccasins on their feet. They, however, were generally orderly, and

caused the officials at the agency less trouble than some of the other bands of Chippewas. They were to some extent tillers of the soil, lived in cabins or shacks, but spent a great deal of their time in hunting and fishing.

Time and again disputes had arisen between the Indians on the reservation and the whites, and though on several occasions soldiers had been sent to the reservation to maintain order, the troops had not been resisted and the Indians remained peaceable. In the spring of 1898 Poh-gon-ne-gi-ohik[1], an old Bear Islander Indian, had been summoned as a witness to appear and testify against another Indian in the United States Court at Crookston. Sometime previously he had been subpoenaed, before the United States Court at Duluth. He attended, but for some reason was refused his witness fees, and compelled to walk back to his cabin at Sugar Point. He then vowed that he would never again obey a process from the white man's court. So when, in the spring of 1898, another subpoena was served upon him, Poh-gon-ne-gi-ohik declared he would not obey it. When the court convened, and his name was called, he did not answer, and a warrant was issued for his arrest for contempt of court.

September 15, Deputy United States Marshal Robert Morrison, under this warrant arrested Poh-gon-ne-gi-ohik and another Indian at the Leech Lake Agency. When the deputy and the Indian police attempted to put the two prisoners on board a steamer to convey them to Walker, they were attacked by some of the other Indians, and the prisoners rescued. Warrants were then issued for the arrest of twenty-two Indians, said to have been concerned in the rescue, and arrangements were made to arrest them.

United States Marshal R. T. O'Connor, believing it impossible for his deputies to make the arrest without military assistance, informed the department of justice that he must have the assistance of the troops. September 28 General John M.

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[1]As spelled by Rev. Charles Wright, alias, Chief White Cloud, chief of the White Earth Indians. The name means literally "hole in the sky," but is commonly translated hole in the day, and is the same as that borne by the two noted chiefs, father and son, of the former Mississippi band of Chippewas.

Bacon, then in command at Fort Snelling, received an order from the War Department to send twenty men to the Leech Lake reservation to assist in the arrest of the twenty-two Indians. He at once communicated with Marshal O'Connor, informing him that the detachment would be sent. The Marshal informed General Bacon that twenty men were, in his opinion, too small a force; that it would not intimidate the Indians, but probably would make them the more willing to fight.

On investigating the matter General Bacon fully agreed with the Marshal, and advised the War Department that at least a full company of soldiers should be sent to the Marshal's assistance. The reply came in a positive order to send but twenty men. September 30, the detachment under Lieutenant C. M. Humphrey, of the Third United States Infantry, left St. Paul for Walker. The following day Marshal O'Connor arrived at Walker with the warrants for the offending Indians. On his arrival the Marshal wanted to go out at once and arrest the Indians but yielded to the wishes of the Indian officials, who said that there was no danger of any immediate armed resistance by the Indians, it would be best to call a council to see if the trouble could not be arranged peaceably. The council was set for October 3, and though some of the Indians attended not one member of the Bear Island band put in an appearance, though they had been notified by runners sent out by Inspector Tinker.

The fact that the Bear Islanders did not attend the council made the matter look worse than at any previous time. As was subsequently learned, thirty-five of the Bear Islanders had decided to fight rather than have their brothers arrested. The band had left Bear Island, and removed their women, children and old men, amongst the number being old Poh-gon-ne-gi-ohik, to the northern part of the reservation. The thirty-five fighting men, nineteen of whom were armed with Winchester rifles, and the balance with double-barrel shot guns, went into camp in the thick woods on the eastern side of Leech Lake, about three miles north of Sugar Point, where the troops would probably land.

The rumors of the hostile intent that one hundred and twenty-five of them were under arms, determined to fight reaching Walker, Marshal O'Connor and Lieutenant Humphrey telegraphed General Bacon, who was then at Fort Snelling, that more men were needed. The War Department was advised by the General that at least two companies should be sent to reenforce the detachment at Walker. He, however, received positive orders that the remainder of one company, or eighty men, and no more, should be sent. The second expedition, consisting of eighty men of Company E, of the Third Infantry, under the direct command of Captain Melville C. Wilkinson, arrived at Walker in the evening of October 4. General Bacon accompanied these troops and on arriving at Leech Lake assumed the general command.

On the arrival of General Bacon he found that Marshal O'Connor and Inspector Tinker had just returned from a council with the Bear Islanders. The Indians had sent for the two officials, and when they arrived at "Old Bug's" cabin, on Sugar Point, they were met by forty or fifty Indians; a short council was held, in which the Marshal demanded that the Indians wanted to be given up; but this was emphatically refused, the Indians stating that they would not surrender, but would fight to the bitter end.

Marshal O'Connor, on reaching Walker, found General Bacon, and after a conference, it was decided that the troops and deputy marshal should leave the following morning to accomplish the arrest of the Indians. The troops reported at the dock at 4 o'clock on the morning of October 5, it having been decided that the party should proceed directly to Sugar Point. The soldiers were embarked on a large barge and the United States officials and chief officers of the expedition were conveyed in the small steamers Flora and Chief. The trip across Leech Lake was uneventful, and at a few minutes after 9 o'clock the thirty-mile trip was finished, and a landing at Sugar Point was effected.

There were about half a dozen Indians assembled in "Old Bug's" log house, near the landing, and Colonel T. J. Sheehan,

one of the United States deputies, recognized Mah-quah, as one of the men for whom he had a warrant. He at once placed him under arrest, and after a hard struggle, the man was subdued and handcuffed. During this struggle four or five Indians entered the cabin returning with Winchester rifles, and disappeared in the woods. As soon as the arrest was accomplished Captain Wilkinson, who was directly in command, detailed skirmishers who beat up the woods thirty rods in every direction, but did not find an Indian. On their return it was decided to make a reconnoisance in force around Sugar Point, through several small Indian villages for a distance of two or three miles. A detachment under Lieutenant Ross was left at the clearing and lake shore; the balance of the troops made an uneventful trip, but not an Indian warrior was seen; the old men and women stating that the men had gone away, where they did not know.

During the absence of the reconnoitering party Lieutenant Ross and his men thoroughly beat up the woods around the clearing and stationed pickets. There were three or four Indians in the clearing at the time who made certain hostile demonstrations. On the return of the party to the clearing, Lieutenant Ross informed General Bacon that the Indian police had informed him they believed there were armed Indians hiding in the woods.

It was then decided to send the Flora back to Walker to bring tentage and supplies; the soldiers were dismissed, and ordered to forage upon "Old Bug's" garden for materials for dinner. The men stacked their arms in rear of "Old Bug's" cabin, and men were detailed for picket duty. The officers were at the landing attending to the departure of the steamer when a shot was heard from the direction of the soldiers. One of the soldiers had failed to turn the safety catch on his Krag-Jorgensen, and in trying to place it in the stack it fell to the ground and the shock discharged it.

The nineteen Indians armed with the Winchester rifles had taken up a position in the woods commanding the clearing and the landing; their sixteen comrades with double-barreled shot guns were back in the position about three miles away, first taken by them to protect their rear.

The discharge of the gun seemed to be a signal for a general uprising on the part of the Indians; their first volley caused great surprise and confusion in the ranks of the seventy-seven soldiers, fifty-eight of whom had never been under fire before. The others had seen active service in Cuba, and were present at San Juan Hill. The recruits were badly rattled, fired their guns in the air, and then ran for the nearest cover. The first Indian volley killed one soldier, and wounded two others. Through the efforts of the officers a firing line was soon established. The Indians fired a second and third volley, and were located near the edge of the clearing, not fifty yards from the soldiers. General Bacon then ordered a general movement on the part of the soldiers, and the entire line charged from their position back of the cabin up to the very edge of the clearing, and the Indians fell back into the woods. The soldiers by this time had recovered their coolness. The Indians, however, were firing only occasionally; every warrior lay prone on the ground, behind a tree. General Bacon issued orders to the troops, that if they could not see any Indians to fire at the trees from which the smoke of their rifles came, as their Krag-Jorgensen bullets would pass through trees of from two or three feet in diameter. At this time the General did not know that the Indians were not trusting to the trees for protection. About 4 o'clock in the afternoon the firing ceased almost entirely.

The two steamers as soon as the firing commenced cast off their lines, and pulled a quarter of a mile out into the lake. On board of the Flora was Marshal O'Connor and on the Chief was Inspector Tinker. The steamers returned to Walker, Tinker wishing to send a telegram to Washington, while O'Connor had the idea of going to the Agency to induce Lieutenant Humphrey, with his twenty men, to come to the rescue of General Bacon. This Lieutenant Humphrey refused to do. He said he had been placed to protect the whites at the Agency, and that he must remain there until relieved by the orders of his superior officer.

Early in the fight, while trying to rally his men, Captain Wilkinson was wounded in the right leg. A tourniquet was ap-

plied to the limb, and the Captain returned to the firing line. While encouraging his men another bullet found the brave officer; the ball entered his body just above the hip joint, and passed entirely through the abdomen; he died an hour and a half afterwards. Thus perished one of the bravest and best of soldiers, and the truest of men. His murder was never avenged.

The hours that intervened between the cessation of firing and dark were anxious ones for the soldiers at the Point. They had had nothing to eat since 4 o'clock in the morning, and it could not be determined whether or not the Indians had given up the attack. Trenches were dug around the north and west sides of the cabin, and rifle pits excavated on the east side. The men on duty were relieved every hour; at 3 o'clock in the morning all the soldiers were roused and sent into the trenches. General Bacon expected an attack at daylight and prepared in every possible way to defend himself against it. The dawn, however, brought no attack. Shortly after daylight a shot was fired from the woods which was followed by occasional shots for several hours. About 9 o'clock a private went to a potato patch to dig potatoes; he had just reached the patch when a bullet plowed up the ground within a few inches of him; he ran back to the cabin and several shots were fired in the direction from which the shot had come. A half hour later he again visited the patch, and while picking up potatoes a shot struck him and he fell; a comrade was at his side almost instantly, but he was dead.

About 8 A. M. the steamer Vera landed at Sugar Point. The captain of the boat immediately brought ashore a box of ammunition and a barrel of provisions, announcing that he was willing to take the wounded soldiers back to Walker. The men were carried down to the shore, but after putting one soldier aboard a shot was fired from the woods, and the boat put off without waiting for the rest of the wounded. It was at this time that the dead body of William Russell, a mixed blood Chippewa and an Indian policeman, was found on the shore. During the previous night he had attempted to leave the Point in a canoe, a soldier on picket, not recognizing the policeman in

the darkness, ordered him to halt, and when he did not comply with the order fired and killed him instantly.

About noon the steamer "Flora," in charge of Dr. J. L. Camp, of Brainerd, and another gentleman, also Hospital Steward Lawrence, of the Third United States Infantry, arrived off the Point; the dead, wounded and newspaper correspondents were put on a barricaded barge, towed by the steamer and taken back to Walker. General Bacon decided to retain the rest of the command at the Point until the following day. The Hospital Steward informed the General that Lieutenant Colonel Harback of the Third United States Infantry, and reenforcements of 200 soldiers from Fort Snelling were encamped at the Indian Agency awaiting orders. The General sent a message to Colonel Harback that he did not need reenforcements, and would return to Walker the next day, as soon as a boat and barge were sent to him. Early the next morning the steamer returned to Sugar Point to remove the soldiers. In the meantime, for several hours, not a shot had been fired by the Indians. Skirmishers sent out through the woods failed to locate a single warrior, although they brought back several Winchester rifles. The entire force was drawn off from the battlefield, and embarked for Walker on the steamer and barge.

As soon as General Bacon returned to Walker he began to formulate plans for a campaign against the Indians. He ordered two more companies at Fort Snelling to hold themselves in readiness to move to his reenforcement at any moment. The small forces which had been sent early in the trouble to Leech Lake dam were reenforced. Two companies of volunteers were placed on the western line of the Indian reservation, and Governor Clough sent the men of two batteries armed as infantry into the Cass Lake country. The reservation was practically surrounded. The Indians were encamped on Black Duck Point, about three miles east of Sugar Point, and plans were made to attack them at the former point.

But, just as the plans were nearly completed, W. A. Jones, United States Commissioner of Indian Affairs, arrived at Walker. General Bacon and Marshal O'Connor received positive orders

from their departments to turn the entire matter over to Commissioner Jones. The latter immediately sent messengers to the hostile Indians with presents and provisions asking for a council. The Indians refused to come to Walker, or the Agency for a council, but said they were willing to council if the commissioner would come to them. This he did, taking with him more provisions and presents. Then followed a week or two of "long talks;" finally, on October 20, some of the Indians who had resisted Deputy Marshal Morrison, agreed to surrender themselves to the authorities. Nine of them reported to the Agency, and were turned over to the United States Marshal who took them to court at Duluth. They were tried for resisting United States officers, and received sentences of from sixty days to ten months; those whose terms had not expired were afterwards pardoned by President McKinley.

Six soldiers had given their lives that the marshals might be protected in their attempts to take Indians into courts as witnesses in unimportant cases.

The total casualties were six soldiers, including the gallant Captain Wilkinson, and an Indian policeman killed; ten soldiers and five civilians wounded. Not a single Indian was killed or wounded. One fell from a tree hurting his back, and the soldiers believed they had killed him, but he is alive today.

The fears of an uprising which had been entertained by the people in the Leech Lake district were turned into wild alarm immediately following the affair at Sugar Point; urgent calls for troops and military protection came to Governor Clough from every place where the slightest danger existed. The Governor promptly secured permission to distribute the Fourteenth Minnesota Volunteers, then in camp at Fort Snelling, through the Indian country. At first the War Department revoked the order, but after some earnest telegraphing by the Governor to Washington the regiment was again placed at the Governor's disposal. He calmed the fears of the people in the threatened section by stationing fifty soldiers at Bemidji and Bena. Fifty soldiers were also distributed along the railroads between these points. The infected district was thoroughly patrolled, and all

preparations made to prevent any general outbreak or uprising among the Pillagers. But there was no further trouble. The Bear Islanders were satisfied, as they evidently had a right to be, and as they were not molested further, they soon returned to their former cabins and gardens, and resumed the former even tenor of their simple lives and primitive ways. The white authorities seemed overcome with shame, disgust and chargin, and covered up the matter as best they could from investigation and discussion. The entire affair was most discreditable to them, even to the extent of being disgraceful and humiliating. That nineteen Indians should defeat eighty white soldiers, led by a Brigadier General, was only one of the repulsive incidents of the affair with the Bear Island Chippewas in the autumn of 1898.

Chapter XX.

ADMINISTRATION OF GOVERNOR LIND.

THE inauguration of John Lind as Governor placed in the chief executive office, the first successful candidate of a fusion of political parties in the State. He was born in Sweden, March 25, 1854, and became a resident of Minnesota when he was fourteen years of age. He attended the public schools, also the University of Minnesota, read law and was admitted to the bar in 1877. He practiced his profession at New Ulm, and became an active member of the Republican party; in 1881 he was appointed receiver of the land office at Tracy, and in 1886 became his party candidate for Representative to Congress in the Second District. Governor Lind was loath to accept the nomination for Governor in 1896, but deferring to the urgent demands of a multitude of friends he acquiesced in his nomination. His administration of State affairs was commendable, and redounded to his credit as a praiseworthy and efficient chief executive officer. He was defeated for re-election in 1900; in 1902 refused again to lead a forlorn hope, but accepted the Democratic nomination, for Representative in the Fifth District, and was elected to the Fifty-Eighth Congress. In the Spanish American War, he was connected with the Twelfth Regiment Minnesota Volunteers, being Quarter-master with the rank of First Lieutenant. Governor Lind, during his Gubernatorial term, changed his place of residence from New Ulm to Minneapolis, where he now resides engaged in the practice of his profession.

THIRTY-FIRST STATE LEGISLATURE.

The Thirty-first Legislature assembled January 3, 1899. The new apportionment act of 1897 required a new election of Senators. The membership consisted of forty-three Republicans, fifteen Democrats, three Populists, one Democrat-Populist and one Independent Republican. It was largely composed of American-born citizens, as it included only seven foreigners; fifteen were natives of the State, while the pioneer element was represented by only nine who had settled in Minnesota previous to 1860. There were only three representatives of the agricultural interests, the lawyers, however, predominated, there being twenty-eight nearly a majority of the body, the balance were either editors or engaged in mercantile pursuits.

The following Senators had been re-elected: Allen J. Greer of Wabasha; Sam Sweningsen, of Mower; Edwin J. Jones, of Stevens; T. V. Knatvold, of Freeborn; Charles J. Larson, of Sibley; George D. McArthur, of Faribault; Edwin G. Potter, of Hennepin; E. K. Roverud, of Houston; Albert Schaller, of Dakota; Timothy D. Sheehan, of Ramsey; Albert W. Stockton, of Rice; John H. Smith, of Benton; Richard E. Thompson, of Fillmore; and Edward T. Young, of Swift.

Among the new members who had previous legislative experience were George P. Wilson of Minneapolis, a native of Pennsylvania. He located at Winona in 1860. He had been county attorney of Winona County, secretary of the Senate, Government Commissioner of the Northern Pacific Railroad, member of the house of the Legislature of 1873 and Attorney General of the State from 1874 to 1880.

Joseph Underleak of Olmsted County, a native of Austria, emigrated with his parents when only ten months old to Wisconsin, in 1856 came to Chatfield. On becoming of age he successfully engaged in mercantile pursuits, and finally became interested in banking. In 1880, in connection with his other business he commenced reading law; in 1895, disposing of his banking interests, he devoted his time exclusively to the prac-

tice of law. Mr. Underleak was first elected Representative to the Lower House in 1892, and served during three consecutive sessions in 1895 and was chairman of the Judiciary Committee.

Peter McGovern of Waseca County, was a member of the Senate of 1875 and 1876, Daniel Shell, an ex-mayor of Worthington had been member of the Legislature from 1893 to 1897, William A. Sivright a native of Hutchinson, a Republican elected in the Democratic county of McLeod, had been a member of the House for 1895. Frederick E. DuToit, of Chaska and had been a member of the Legislature in 1872 and 1873. L. H. McKuslick, an attorney, of Pine City, a native of Maine, a settler in Minnesota since 1877 had represented his district in the Legislatures of 1883, 1884 and 1889.

In the St. Paul delegation there was John H. Ives, a lawyer, who had been a member of the Legislature in 1889 and 1893; Hiler H. Horton, a native of Wisconsin, had practiced law in St. Paul since 1878, and was a member of the House of Representatives in 1894; Andrew R. McGill formerly Insurance Commissioner and Governor; Frederick B. Snyder one of the Senators of Minneapolis, practiced law and was a member of the preceding House of Representatives; S. A. Stockwell, an insurance agent from the same city, had been a member of the House of Representatives during the sessions of 1891 and 1897. Edward E. Smith, a native of the State, a practicing attorney of Minneapolis served as a Representative in the Legislatures of 1895 and 1897.

Clarence B. Buckman of Little Falls, had served one term in the House and two terms in the Senate; he afterwards became a Member of Congress. Frank B. Daugherty of Duluth, was a member of the State Senate in 1891 and 1893. J. D. Jones of Long Prairie, had been Speaker of the House and member of the Legislatures of 1895 and 1897.

Edward T. Young, a native of Sibley County, who had been a resident of Appleton since he was sixteen years of age, represented the district comprising Swift and Big Stone Counties. He was a member of the legal fraternity, a graduate of the University of Minnesota, and was admitted to practice of law in

1881. He had been president of the city council of Appleton, a member of the House of Representatives in 1889 and 1893, was serving his second term as Senator, being chairman of the Judiciary Committee. He was afterwards elected Attorney General of the State in 1904, and re-elected two years later.

Charles A. Reeves, a lawyer of Glenwood, was a member of the House of 1895 and 1897. Among the new aspirants for legislative honors that were to become prominently identified with the political history of the State was John A. Johnson, of St. Peter, the present Governor, and Samuel Lord of Kasson, a native of Olmsted County. The latter was educated at Shattuck school, at Faribault, and Carlton College, Northfield. He was admitted to the bar in 1885 and had been county attorney of Dodge County. He afterwards became a prominent candidate for the Republican nomination for Governor in 1906, and is at present a member of the State Tax Commission.

In the House of Representatives there were ninety-two Republicans, thirteen Democrats, eight Populists, four Democrat-Populists, one Independent, and one People's Democrat. There were forty-five foreigners, thirteen natives of the State, and twenty-one who had settled in the State previous to 1860. The majority of the members were either farmers or lawyers, there being forty-four of the former and twenty of the latter. Thirty-two members had been re-elected.

From Winona County came ex-Lieutenant Governor William H. Yale; S. J. Abbott, of Delavan, and Jens K. Grondahl, of Red Wing, were serving their third consecutive term. A. B. Kelly, a merchant of Northfield, had been a member of the Legislature of 1893 and 1895. C. F. Staples, of Dakota County, was serving his fourth consecutive term. From Minneapolis came Philip B. Winston, a Democrat, by birth a Virginian, he had served in the cavalry branch of the Confederate Army. He came to Minnesota in 1872, and was by occupation a railroad contractor. He was mayor of Minneapolis in 1891 and 1892. David A. Lydiard, of Minneapolis, a native of Nova Scotia, engaged in farming, had been a member of the Legislature in 1883.

H. C. Stivers, an ex-mayor of Brainerd, editor of The Brainerd *Journal,* was also a member of the House of Representatives during the session of 1891. An old pioneer of the State was Thomas M. Pugh, a native of Wales, he came to Minnesota and located at Mankato in 1855. He served in the Indian War of 1862, was provost marshal during the Civil War; appointed surveyor of the United States Land office at Fargo, Dakota, and represented that district in 1885 in the Territorial Legislature of Dakota. He afterwards took up his residence at Duluth, where he was engaged in the grain and produce business.

D. P. O'Neill, a Populist, of Ortonville, was a member of the House of 1893. Lewis O. Foss, a farmer, of Grant County, was serving his third consecutive term. He settled in Minnesota in 1879 and had held many offices of trust in his community. Henry Plowman, of Otter Tail County, had been a member of the House of 1889. D. F. McGrath, a native of Wisconsin, came with his parents to Minnesota in 1864. On becoming of age he engaged in farming and general merchandise business at Barnesville. He had held various municipal offices in that city and was serving his third consecutive term as Representative of the district comprising Wilkins, Clay and Becker Counties.

The Thirty-second District comprising Chisago, Pine and Kanabec Counties was represented by Samuel C. Johnson of Rush City, a native of Sweden. He settled in Minnesota in 1867, and was engaged in the mercantile business. J. C. Pope, a Vermonter, settled in the State in 1860. He had been a practicing attorney at Mora and county attorney for Lac qui Parle County, for two years. He, for fourteen years, held that same office for Kanabec County. Mr. Pope was re-elected to the Thirty-second Legislature.

The House organized and chose Arthur N. Dare as Speaker. The presiding officer was serving his third consecutive term as Representative. He was born in Onondaga County, New York, in 1850, seventeen years later he settled in Minnesota. He was editor and publisher of the *Star News* a newspaper published at Elk River.

Governor Clough, in his message mention, the Spanish-American War and the part taken by Minnesota in equipping her four regiments. The Chippewa Indians, on account of a series of acts and neglects of the United States Government had become turbulent and unruly and October 7, 1898, it had been necessary for the Governor to call out the State militia to act with the regular troops to restore confidence amongst the inhabitants in the northern part of the State. The Bureau of Labor, Railroad and Warehouse Commission were highly commended for their efficiency and the reforms so far accomplished.

In referring to the educational matters of the State he said:

"In all departments the enrollment of students had increased in larger proportion than the population, especially was this true of the State University; the special school for defectives received the commendations of the philanthropic workers, "throughout the State and Nation." A special investigation of the penal institutions had been made, in the early part of 1899, and the management was reported as being above criticism.

The first part of Governor Lind's inaugural address, was directed to the subject of taxation; he recommended legislation for shifting more of the burdens of taxation from the possessions of the poor to the various forms of wealth, that were escaping assessment. The law, requiring a minimum incorporation fee of $50 to obtain a charter, also taxation on its capital stock; he thought should apply to foreign corporations, doing business in the State, as well as domestic. He also recommended the laying of an annual franchise tax, upon both foreign and domestic corporations. He said: "The legislation now in force for taxing express, telegraph, telephone, and sleeping car companies in the State is in my judgment radically defective, and should be revised. The rate of three per cent on gross earnings, computed solely on local business is grossly inadequate." He therefore advocated either a higher rate for gross earnings taxation, or a payment of a tax on their franchise and valuation, stating that the maximum rate on gross earnings of railroads in Illinois was seven per cent; in Wisconsin and Iowa four per cent.

The management of the State institutions was commended. The subjects of agriculture and forestry were dealt with. The evil of free railroad passes was taken up the peculiar distinction that Minnesota was the only State, that authorized the issue was dwelt upon; he recommended an abolishment of the evil, root and branch; also that the lobby, otherwise known as the "third house," should be legislated out of existence.

As previously stated, the election of a United States Senator to succeed Cushman K. Davis, had been one of the issues of the State campaign. The Senator had been fully endorsed by the members of his party, it was of course only necessary for the Legislature to take a ballot, to record the popular choice. Therefore it became one of the first duties of the Legislature, after its organization, to vote for a United States Senator, there being no necessity for a caucus to designate the nominee. The election was held January 17, and in the Senate Cushman K. Davis received forty-three votes and Charles A. Towne seventeen; in the House, the same day Davis received ninety-three and Towne twenty-five.

The Legislature adjourned April 18, 1899. In a concise review of its work, the following may be mentioned: The sum of $24,500 was appropriated to reimburse the business men of the State for their contributions for an exhibit, at the Trans-Mississippi and International Exhibition at Omaha, Nebraska; the preceding Legislature having failed to make such appropriation. The Governor was authorized to set apart each year a day, to be known as "Arbor and Bird Day," and to request its observance by all public and private schools, colleges, and institutions of learning. The day was to be passed in planting trees and ornamenting school and public grounds.

A new civil rights law was passed more clearly defining the civil and legal rights of persons, irrespective of race, color or previous conditions of servitude, not only making the violation of the law a misdemeanor, punishable by a fine, but by imprisonment; the party offending could collect civil damages in a sum not exceeding $500.

The docking and multilation of horses was prohibited any breach of the law was punishable by fines and imprisonment. The killing of wolves was again the subject of legislation, bounties were increased to $7.

Joint resolutions were passed, requesting the Senator's and Representatives of the State in Congress, to use their influence to have the Federal Constitution so amended as to provide for the election of United States Senators by a direct vote of the people; also opposing the admittance to the National Legislature, of Mr. Roberts, of Utah, a Mormon.

On account of alleged abuses in connection with the State's binding twine plant, and the administration of the grain inspection department, an act was passed regulating the sale of twine at the penitentiary, and a board of appeals created for the latter commission. The members of the Railroad and Warehouse Commission, were hereafter to be elected by the people; the term of office was extended from three to four years. State boards of forestry, and of electricity, also a library commission were established.

The legal rate of interest was reduced from seven to six per cent. State institutions were forbidden to exceed their appropriations. By another act, the election laws were amended, the use of voting machines was allowed, when sanctioned by a two-third vote of the citizens of an election district. Primary elections were provided for in counties of 200,000 inhabitants, the nominees to be chosen by popular vote seven weeks before election day; the same set of election officers must act for all parties.

The railroad laws were amended, so that foreign corporations in control of railroads in the State were subject to the laws of the State; also that parallel lines must not consolidate. Shippers of car loads of live-stock were to be furnished free transportation.

Changes were made in the tax laws; the gross earnings of express companies were to be taxed four and one-half instead of three per cent; also minerals and standing timber were to be reckoned, as real estate for the purpose of taxation.

John C. Spooner

An anti-trust law was passed prohibiting combinations, and making violations of the law a felony. One-fifth of the net profits of a bank was to go to the surplus fund, instead of one-tenth as heretofore.

An act, providing for a bounty on beet sugar was amended, limiting it to $40,000 a year at $4.25 a ton. The Governor vetoed a bill appropriating $19,975 for the payment of bounties for 1895, but the Legislature repassed the bill.

Students, who enlisted in the Spanish-American War were entitled to free tuition at the University of Minnesota. Provisions were made for a naval reserve of eight companies. It was made unlawful, to deface the United States or State flag; their use for advertising purposes was prohibited. The age of consent was raised from fourteen to sixteen years.

On February 18, William Jennings Bryan, being in the State Capitol, on a visit to Governor Lind, was by a resolution requested to address the Legislature, as their honored guest.

PRESIDENTIAL ELECTION OF 1900.

The campaign for the election of State officers in 1900 was opened, by the holding of the Republican Convention at St. Paul, on June 28. The defeat of Eustis, two years before, made the pathway clear for a new nomination. There was, however, but one candidate, much in evidence. Van Sant's manly way of accepting defeat at the preceding convention, had placed him in the forefront for the nomination; which was made unanimous by a rising vote. The State officers were re-nominated except for Secretary of State and Treasurer. Peter E. Hanson, became the candidate for the former office, and Julius H. Block for the latter.

The platform adopted favored the amending of the Federal Constitution regulating trusts and prohibiting monopolies, also the election of United States Senators by direct vote. It declared for a fair and equal system of taxation, and commended the gross earnings system of taxing railroads.

The Democratic Convention met at St. Paul, September 5, and re-nominated John Lind for Governor. The platform expressed the belief that "the Constitution follows the flag," and therefore denounced the Porto-Rican tariff. It extended sympathy to the Boers; condemned the Dingley protective tariff, trusts, etc.

The People's Party met in convention September 5, at Minneapolis. The Democratic State ticket was endorsed. The platform adopted was largely an argument for free silver, it also favored a graduated income and inheritance tax, postal savings banks, and Government ownership of railroads; it condemned trusts and as means to kill them off asked for direct legislation, giving the people the lawmaking and voting power under the initiative and referendum. Sympathy was extended to the Boers; Government efforts were denounced in suppressing rebellion in the Phillipine Islands. Municipal ownership of public utilities was advocated.

The Middle of the Road Populists nominated Sylvester M. Fairchild for Governor, the Prohibitionist, Bernt B. Haugan, and the Social-Labor, Edward H. Kriz.

The most notable event of organic political importance in the State was the first test of the direct election law in Minneapolis, to which city the Legislature had restricted the operation of the law, after unsuccessful attempts to include St. Paul, and Duluth. Under this law nominations for elective office were made at the primaries under the Australian ballot system instead of at party conventions, there being but one ticket with candidates of all parties on it. The first practical test of statute, was not a complete success, but it was, however, demonstrated that a better class of men were placed in nomination by the operation of the law and the politicians that sought to discredit it failed in their purpose.

The National election of 1900 was an overwhelming victory for the Republicans. Bryan carried, but four counties in the State, by the following pluralities, namely: Red Lake; 342 Scott 592; Stearns, 1,784; and Winona, 131. The vote was for McKinley, 190,641; Bryan, 112,901; John G. Wooley, Prohibition

8,555; Eugene V. Debs, Social-Democrat, 3,065; Joseph F. Malloney, Social-Labor, 1,529. McKinley's majority, 64,611. There were other Presidential tickets in the field, namely: United Christians, Union Reform and Middle Road Populists, but there were no votes polled for their candidates in Minnesota; McKinley's plurality of 77,740 was only exceeded by the one given him in Pennsylvania, New York, Wisconsin, Michigan, Iowa, Illinois and Massachusetts.

At the same election Samuel R. Van Sant received 152,905 votes; John Lind, 150,651; Bernt B. Haugan, 5,430; S. M. Farichild, 763; Edward H. Kirz, 886; Thomas H. Lucas, 3,546. Van Sant's plurality 2,254.

In an analysis of the vote the Republicans carried forty-five of the eighty-two counties; the Democrats losing the counties of Aitkin, Anoka, Blue Earth, Carlton, Carver, Hennepin, Isanti, Itasca, Kanabec, Kandiyohi, Lac qui Parle, Lyon, Mille Lacs, Nobles, Renville, St. Louis, Wabasha, Washington, and Wright, carried in 1898, and gaining Beltrami and Norman. There was no change in the representation to the Fifty-seventh Congress. The Republican nominees being re-nominated and re-elected by substantial majorities ranging from 1,795 to 10,051.

In the vote cast for Governor, the Democrats alleged fraud, claiming that a number of their party, through ignorance, had been deprived of their votes. The arrangement of the names on the ballot was such, that voters with Democratic proclivities and of illiterate minds, not only placed a cross opposite John Lind's name for Governor, but also after that of Thomas H. Lucas, the Social-Democratic party candidate. The voter thus having voted for two candidates for the same office, his ballot became void and had to be thrown out. In Shakopee alone, it was claimed, that 150 such ballots were not counted. In other precincts it was alleged that the same difficulty occurred.

Excitement attendant on the political contest of 1900 had hardly subsided, when the citizens of the State were called upon to mourn the loss of one, who had advanced the renown of Minnesota not only in National but International Conventions. Cushman Kellogg Davis died at St. Paul November 27, 1900. In

the passage of all that was mortal from this earthly world, no encomiums can be said in too high a praise of this brilliant star of "The North Star State." From the time of his coming to St. Paul in his early manhood, either by his personal magnetism, his acknowledged genius, and his rare culture, he had raised himself from the lowest round in the ladder of life, to the highest altitude attained by any of his contemporaries in the State.

Cushman K. Davis on his entrance into the life of the State, had no prestige of wealth, or of successes accomplished, to advance his prospects in the then frontier city of the Northwest; he was to meet his compeers, with only what God had endowed him, health, youth and intellect.

His private life and virtues are not within the compass of this work, what we have to deal with is his public career in elevating himself by his personal endeavors, the glory he attained redounding to the credit of his adopted State.

Senator Davis entered upon his Senatorial career March 4, 1887; he was at this time in his forty-ninth year. Since the Civil War the leadership of the Senate had been largely dominated by the Senators from the New England and Middle States. About this time there came a change, a coterie of Western members were for the next decade to establish a leadership and largely influence the deliberations of that body. The eloquent but sarcastic Conkling had retired to private life; the diplomatic Blaine had sought cabinet appointments; the constitutional lawyers Evarts and Edmunds, were soon to retire from their Senatorial duties to the practice of their chosen profession. The veterans Sherman, Cullum, and Allison, who, during their legislative careers had seen the West grow in population and wealth, were to have their ranks recruited by Spooner, Davis and Wolcott, the rising statesmen and orators, and by this addition, to place the West in the vanguard of the leadership of the Senate.

Of this trio, Davis devoted to his labors his matchless energy, and by the strictest application, being a careful student of current events, gradually but surely made his presence felt amongst his associates. He served for a time as Chairman of

CUSHMAN K. DAVIS.

the Committee on Pensions; in the discharge of which duties, he won the respect of his fellow Senators, and the regard of his comrades of the Civil War. He was soon placed on the Committee of Foreign Relations, and later became its Chairman, in which position he found the sphere of his life's work. With a wealth of knowledge of constitutional and international law, reenforced by high qualities of statesmanship, his reports and advice upon questions affecting the foreign relations of the country were accepted and formed the basis of the policy of the Government in the conduct of its relations with foreign nations.

It was after the Spanish-American War, when the opportunity came for the display of Senator Davis's peculiar talents. He was named by President McKinley as one of the commissioners to negotiate a treaty of peace with Spain. The representatives of that proud and arrogant nation, once the ruler of the seas, had to be placated with subtle diplomacy; they were past masters of international law, but the keen insight and resourceful statesmanship of Senator Davis gave material aid to the commission in reducing to a reasonable basis the extraordinary demands of the representatives of the Spanish government.

Senator Davis's connection with the framing and securing the passage of the dependent pension act of 1890; the terms of settlement of the financial difficulties between the Government and the Union and Central Pacific railroad corporations; his diplomatic skill and ability in the Venezuelain contention; the annexation of the Hawaiian Islands, are but few of the many National questions which were largely by his wise statesmanship, practical and broad views, consummated to a successful termination, and are but a few of the many services he performed for the Government, and for the benefit of his people.

Chapter XXI.

ADMINISTRATION OF GOVERNOR VAN SANT.

THE inauguration of Samuel R. Van Sant, as Governor, placed in the chief executive chair of the State, a "man of the people." He was born at Rock Island, Illinois in 1844. Before reaching the age of eighteen, he enlisted in the Ninth Illinois Cavalry, serving to the close of the War of the Rebellion. On his return to civil life he attended Knox College, at Galesburg, Illinois. After leaving college, he engaged in rafting on the Mississippi River. In 1883 he came to Winona, where he became president of the LeClaire Navigation Company, and the Van Sant and Musser Transfer Company. His political life, with the exception of holding city offices, commenced in 1892, when he was elected to the House of Representatives; he was re-elected in 1894, and on the assembling of the Legislature was unanimously chosen Speaker. In 1894 he was Department Commander of the Grand Army of the Republic of Minnesota. After his Gubernatorial terms he removed to Minneapolis, where he now resides.

THIRTY-SECOND. STATE LEGISLATURE.

The Thirty-second Legislature assembled January 8, 1901. There was no change in the members of the Senate from the preceding Legislature. In the House there were forty-five members re-elected; its political make-up was as follows: Ninety-six Republicans, fourteen Democrats, six Populists, and one

Democrat-People's. The House organized and elected Michael J. Dowling of Renville County, Speaker. The presiding officer was a native of Massachusetts. He had been a resident of Minnesota since 1887. His legislative service commenced in 1893, as first assistant clerk of the House of Representatives. He was chief clerk at the session of 1895, and for three years he was secretary of the National Republican League. Speaker Dowling had been identified with banking interests, also was publisher and editor of the Renville *State Farmer,* but at the time of his election was engaged in the real estate business.

Jacob F. Jacobson, of Madison, was serving his fifth consecutive term, he had been a member of Legislature since 1889. Thomas Torson, of St. James, was serving his fourth consecutive term. William R. Mahood, of Le Sueur County, was a member of the House during the Thirtieth session. A. B. Kelly, of Northfield, was a member of the Legislatures of 1893, 1895, and 1899.

William Drew Washburn, Jr., of Minneapolis, was a native of the State, a graduate of Yale University and was engaged in the real estate business and railroad contracting. Warner Hemstead, of Brainerd, a native of Iowa, settled in Minnesota in 1882. He was educated at the Iowa Wesleyan University, and as a physician in the Missouri Medical and the Omaha Medical Colleges. He was a practicing physician and surgeon; also interested in banking and other business enterprises. Henry Plowman, of Otter Tail County, a prominent member of the People's party, was born in Canada, but came to Minnesota in the fall of 1856. He had been a member of the House of Representatives in 1887 and 1899, and sergeant at arms in 1891. Albert Berg, of Roseau County, was Secretary of State from 1895 to 1901.

Governor Lind, in his farewell message, reviews the progress made by Minnesota in half a century, emphasizing the fact that the past had been phenomenal, the present great, and that the wonderful discoveries and inventions of the present century, would tend to produce in a State as rich in natural resources as Minnesota, results that beggar the dreams of fancy, and pre-

dicted that at the end of the twentieth century, the population of the State will be 10,000,000 and the comfort and happiness of this aggregation of people will depend in a large measure, on the work of the present generation.

He contended that the system of taxation was radically wrong; that the State exacted taxes on the little stock of tools, implements, etc., of the struggling poor, while thousands who possess great wealth escaped. He also insisted that the taxation on the gross earnings of railroads should be increased. He recommended that the act giving a bounty on beet sugar be repealed. The Legislature's attention was called to the Pan-American Exposition at Buffalo, also the one to be held in 1903 at St. Louis to commemorate the Louisiana Purchase, and that exhibits of the products of Minnesota should be represented in both of these great expositions. He reviewed the reports of the various State departments, commenting on the admirable work that had been performed by the Railroad and Warehouse Commission, since its re-organization.

Governor Van Sant, in his inaugural address, thought it necessary for the Legislature to consider the question of securing the funds to defray the expenses of the State Government. The State Auditor recommended a tax levy of one and three-tenth mills, which the first year would amount to $2,929,743 and the second year to $3,114,734.20; this would leave a balance of over $400,000, to be available for new buildings, and under the most favorable circumstances could not be increased to $800,000, without increasing the tax levy, and this the Governor urged should not be done but that the strictest economy should be used and the most careful investigation be given every appropriation presented to the Legislature for consideration.

He reported the progress that had been made in building the new Capitol, favored good roads, preservation of the forests, also stated that great benefit had been derived by the drainage of the Red River Valley. He spoke of the importance of the St. Louis and Buffalo Expositions, recommending that suitable appropriations should be made that the State might be represented.

The Legislature adjourned April 12, 1901. It was called upon to elect two United States Senators. There were several avowed candidates for the short term, made vacant by the death of Senator Davis. Moses E. Clapp, of St. Paul, and Robert G. Evans, of Minneapolis, were the most prominent candidates, but after the Legislature assembled Thomas Lowry, of Minneapolis, James A. Tawney, of Winona and Tams Bixby, of Red Wing became candidates. The Republican caucus was held on the evening of January 14. On the first ballot Clapp received 44; Evans, 53; Tawney, 27; Bixby, 11; Lowry, 3 and there were a few scattering votes. Fourteen ballots were taken, and no nominee receiving a majority an adjournment was taken at midnight till the next day. There were one hundred forty Republicans in the Legislature, and at the afternoon caucus one hundred thirty-eight being present, an attempt was made on the first ballot to stampede the Tawney followers to Evans, but the supporters of Clapp engineered a stampede for their candidate, which gave him seventy votes, to which Speaker Dowling, who was presiding officer of the caucus added his vote, thereby making him the nominee.

On January 22 the vote was taken for Senator. The Democrats and Populists nominated Charles A. Towne, who had been appointed by Governor Lind to fill the vacancy until the Legislature assembled. In the Senate Clapp received forty-three votes and Towne seventeen; in the House Clapp received ninety-two and Towne twenty-one. On the same day a vote was taken for Senator Nelson's successor. It was not necessary to hold a Republican caucus to nominate Knute Nelson, there was little opposition in his party to his re-election. The Democrats nominated Rensselaer R. Nelson, of St. Paul. The vote in the Senate stood Knute Nelson forty-two, R. R. Nelson eighteen; in the House Knute Nelson ninety-four, R. R. Nelson twenty-two.

Moses E. Clapp was born at Delphi, Indiana, May 2, 1851, and removed with his parents to Hudson, Wisconsin, in 1857. He attended the common schools and graduated from the Wisconsin Law School in 1873. He commenced the practice of the legal

profession at New Richmond, Wisconsin, and in 1875 removed to Hudson, that State, where in 1878 he was elected county attorney of St. Croix County. In June, 1881, he became a resident of Fergus Falls, Minnesota, and in the fall of 1886 was elected Attorney General of the State, and by re-elections he served in that office for three terms. In the spring of 1891, he removed to St. Paul. At the expiration of his Senatorial term, he was reelected for the term expiring March 4, 1911.

Among the important legislation enacted during this session was an inheritance tax law, by which on a gift, devise, or legacy of $5,000, or over, a tax of five per cent was to be levied when the beneficiary was not a direct heir; if a direct heir the tax was to be one per cent, providing that the grantor was a resident of the State, or a non-resident if the property was located in the State.

An appropriation of $30,000 was made for exhibiting the State products at the Pan-American Exposition, at Buffalo, and a board of managers, consisting of three persons, appointed by the Governor, was created.

The State was divided into nine Congressional districts in accordance with the apportionment of Congress. A commission was created to investigate the advisability of establishing a sanitorium for the care of consumptives. The ox-eyed daisy was declared a public nuisance fines and imprisonment, being imposed for neglect to restrain its growth.

The primary election law was so amended that party nomiuees were chosen on the first registration day and to be voted for on separate party ballots. It was also made applicable to all elective offices, including Representatives to Congress, with the exception of State officers.

The tax on the gross earnings of express companies was increased from three to six per cent. Commissioners were appointed to revise the tax laws and the statutes.

Memorial resolutions were passed on the death of ex-President Harrison; also by a rising vote the flag on the Capital was ordered to be placed at half mast, and resolutions of condolence were adopted on the death of Her Royal Majesty, Queen Victoria.

The Legislature held in the hall of the House of Representatives on February 18, a memorial session on the death of Cushman K. Davis. Eulogies were delivered by Lieutenant Governor Smith, Senators Snyder, Riley, McGovern, Pennington and McCarthy, and Representative Roberts.

EXTRA SESSION OF THE LEGISLATURE.

In obedience to a proclamation of the Governor, the Legislature convened in extra session February 4, 1902. The officers and members were the same as at the general session, except that by the death of John W. Torrey, of Meeker County, the Twenty-third District was not represented in the House.

The Governor in his address stated the session was called for the purpose of receiving and considering the report of the Tax Commission. While the bill creating the Commission was practically unanimous, at the last session, in order to have the measures proposed effective during the present year, the Commission was to complete its work by February 1, 1902. They had their report ready on the date specified and the Legislature was called for the purpose of receiving the report, and have its recommendations enacted into law as soon as possible. The Legislature at its last regular session had adjourned before its constitutional limitation in order that the subject might be taken up in extra session without additional expense to the State.

He also informed the Legislature that a suit had been brought by the State of Minnesota, against the Northern Securities Company of New Jersey, a holding corporation formed for the purpose of consolidating the Great Northern and Northern Pacific Railroad Companies, in defiance of the laws of the State, which prohibited any railroad corporation consolidating, leasing or purchasing a competing or parallel line; this law had been declared constitutional by the United States Supreme Court.

The extra session of the Legislature adjourned March 11. The report of the Tax Commission with a few minor changes

was approved. The inheritance tax law was also amended, that when the gift, devise, bequest or legacy exceeded $10,000 the tax levied should be one per cent if the beneficiary was a direct heir, if not, ten per cent.

The primary election laws were made applicable to cities, villages and boroughs of over 10,000 inhabitants.

The sum of $50,000 was appropriated for the St. Louis Exposition, and $25,000 for the prosecution of the suit brought against the Northern Securities Company. Congress was memorialized to increase the powers of the Inter-State Commerce Commission.

Resolutions were adopted of sympathy for the South African Republic, and the authorities of the United States were condemned for permitting horses and mules to be shipped to the English Army, thus aiding and abetting England, in her unholy war against the Boer Republic.

The pink and white Lady Slipper, or Moccasin Flower, *Cypripedium Reginae,* was adopted as the State flower or floral emblem.

STATE ELECTION OF 1902.

There was but little opposition to the nomination of Governor Van Sant for a second term. The Democrats nominated John Lind, but he refused to be a candidate and Leonard A. Rosing, who had been Governor Lind's private secretary, was substituted. The campaign was devoid of excitement, there was little effort on the part of the Democrats to defeat Van Sant for a second term, they neither seemed disappointed or surprised at the result. Thomas J. Meighen was the People party's, Charles Scanlon the Prohibition, Jay E. Nash the Socialist, Thomas Van Lear the Social-Labor candidates for Governor. The vote was Van Sant, 155,849; Rosing, 99,362; Meighen, 4,821; Scanlon, 5,765; Nash, 2,570. Other Republican State officers were elected by the following majorities: Ray W. Jones, Lieutenant Governor, 49,155; Peter E. Hanson, Secretary of State, 54,713; Samuel G. Iverson, Auditor, 68,155; Julius H.

Block, Treasurer, 57,421; and Wallace B. Douglas, Attorney General, 75,224. The Democrats carried only six counties with the following plurality; Dakota, 123; McLeod, 24; Morrison, 139; Scott, 563; Stearns, 1,142; and Lake, 49.

In the First Congressional District, James A. Tawney was re-elected receiving 19,561 votes, there were cast for his Democratic opponent, Peter McGovern, 12,545.

In the Second District, James T. McCleary was re-elected receiving 16,100 votes to 9,316 cast for his Democratic competitor, C. N. Andrews.

In the Third District, Charles R. Davis, Republican, received 16,700 votes; Charles C. Kolars, Democrat, 10,966, and Charles H. Blood, Prohibition, 647.

In the Fourth District, Frederick C. Stevens was re-elected receiving 17,404 votes to his Democratic opponent, John L. Gieske, 11,412.

In the Fifth District, Loren Fletcher was defeated for re-electon by John Lind, Democrat, the vote being Fletcher, 17,809; Lind, 19,863; there were cast for other candidates 1,062 votes.

In the Sixth District, Clarence B. Buckman, the Republican candidate, was elected by a vote of 17,894 to 13,705 cast for his Democratic opponent, J. A. DuBois.

In the Seventh District, Andrew J. Volstead, the Republican candidate received 20,826 votes, there were cast 5,397 votes for the People Party's nominee, August O. Fosberg. The Prohibition candidate received 2,288 votes.

In the Eighth District J. Adam Bede, the Republican nominee, had 14,163 votes; Fay, Democrat, 8,882.

In the Ninth District Halvor Steenerson, Republican, had 18,055; Alexander McKinnon, Democrat, 4,572; Nels T. Moen, Populist, 6,784 votes.

We append a brief notice of the new members of Congress. Charles Russell Davis, of St. Peter, was born at Pittsfield, Illinois, September 17, 1849. His parents removed to Le Sueur County in 1853. His education was obtained in the public schools of Minnesota, Supplemented by a business

college course at St. Paul. He studied law and was admitted to practice in 1872. Locating at St. Peter he became county attorney of Nicollet County; also city clerk and city attorney of St. Peter. He was a Representative in the Legislature of 1889; also a member of the Senate of 1891 and 1893. He was re-elected to the Fifty-ninth and Sixtieth Congresses.

Clarence B. Buckman, of Little Falls, was born in Newton, Bucks County, Pennsylvania, in 1852. He settled in Minnesota in 1872 and is interested in the lumber business. He served one term in the House and three terms in the Senate of the State Legislature. He was re-elected to the Fifty-ninth Congress.

Andrew J. Volstead, of Granite Falls, was born in Goodhue County, in 18560. He was educated at the common schools, St. Olaf's College and the Decorah Institute. He studied law, and was admitted to practice. He has been city attorney and mayor of Granite Falls, and county attorney of Yellow Medicine County. He was re-elected to the Fifty-ninth and Sixtieth Congresses.

J. Adam Bede of Pine City, was born in Lorain County, Ohio, in 1856. He received his education at the public schools of Ohio and attended a business college. He learned the printer's trade, taught school, studied law and became engaged in newspaper work. In politics he affiliated with the Republican party, but supported Grover Cleveland for President in 1888 and 1892. He was appointed United States Marshal of Minnesota in 1894, and served until the great railroad strike of that year was settled, when he resigned. He supported the Republican party in 1896, on the financial issues. He was re-elected to the Fifty-ninth and Sixtieth Congresses.

Halvor Steenerson, of Crookston, was born in Dane County, Wisconsin, June 30, 1852. The following year his parents removed to Minnesota. He attended the public schools, also the Union College of Law at Chicago, and was admitted to the bar in June, 1878. He began the practice of his profession and in the spring of 1880 removed to Crookston. In the fall of that year he was elected county attorney He was a member of the State Senate of 1883 and 1885. He was re-elected to the Fifty-ninth and Sixtieth Congresses.

THIRTY-THIRD STATE LEGISLATURE.

The Thirty-third Legislature assembled January 6, 1903. In the Senate there were fifty-one Republicans and twelve Democrats; twenty members had been re-electd. Among the latter were Samuel Lord, of Kasson; Patrick Fitzpatrick, a Democrat, of Winona, a native of Illinois, and a graduate of the State University. Daniel Shell, of Worthington; George W. Somerville, an attorney of Sleepy Eye; Charles H. Dart, of Litchfield.

In the Ramsey County districts three of her five Senators namely, Richard S. McNamee, Hiler H. Horton, and Andrew R. McGill were re-elected. Winslow W. Dunn, an attorney and graduate of the State University, who had served two terms in the House of Representatives, and John C. Hardy, a native of St. Paul, engaged in the ice business, represented the other districts.

In the Hennepin County districts, J. T. McGowan, George P. Wilson, Lowell E. Jepson and Edward E. Smith were re-elected. The Senator representing the Forty-fifth District was Henry F. Barker, of Cambridge. He was born at Naples, Maine and attended the common school, also academies, graduating from the Albany Law School. He first came to Minnesota in 1868, remaining two years. He was admitted to the practice of law in 1875, and settled at Cambridge three years later. He held various county offices and was a member of the House in 1883 and 1887 and first elected Senator in 1898.

The other Senators re-elected were Frederick E. Du Toit, of Chaska, Julius A. Coller, of Shakopee, Mahlon R. Everett, of Waterville; Albert Schaller, of Hastings, and Valentine Batz, of Holdingford, all Democrats, and Ripley B. Brower, of St. Cloud; E. B. Hawkins, of Biwabik, Republicans.

Among the new Senators the following had been members of the preceding House of Representatives: Lytle O. Cooke, of Kellogg; Thomas Torson, of St. James; Julius H. Nichols, of Pipestone; A. F. Ferris, of Brainerd, a native of New York State

and president of the First National Bank of Brainerd. He had served three terms in the House. John T. Alley, who had been judge of probate and county attorney of Wright County. John G. Schutz, a merchant at Marshall, Thomas M. Pugh, and George R. Laybourn, of Duluth, and G. B. Ward, a banker of Alexandria.

The following were the other members of the Senate: H. H. Witherstine, by profession a doctor, had served five years as mayor of Rochester; Richard E. Thompson, a lawyer of Preston, had been a member of the House of 1883 and 1885, and the Senate of 1895 and 1897; Alexander S. Campbell, of Austin, had been mayor of that city two terms; George W. Peachey, of Owatonna, was an active member of the Republican party. Henry A. Morgan, a lawyer, had been mayor of Albert Lea. Eugene B. Collester, a lawyer, of Waseca, was first elected State Senator in 1894 and O. G. Laugen a native of Norway, engaged in farming, represented Houston County.

From Mankato came A. O. Eberhart, present Lieutenant Governor of the State. Faribault County sent Frank E. Putnam, a lawyer residing at Blue Earth City. The Fourteenth District was represented by W. A. Smith, a banker, of Windom, who had been mayor of that city.

O. G. Dale, of Madison, a Norwegian, represented Lac qui Parle and Chippewa Counties; while C. A. Johnson, a merchant, of St. Peter, a Swede, was a member from Nicollet County. Charles A. Benson, a banker, of Winthrop, was Senator from that district. A. V. Rieke, a lawyer, of Fairfax, represented Renville County. W. E. Harrington, banker of Hutchinson, a native of that city, a graduate of the University of Minnesota and the Law School of the University of Michigan, was Senator from McLeod County. C. M. Buck, another banker, resided at Faribault and represented Rice County. Ole K. Naeseth, a farmer, was Senator from Goodhue County. Washington County was represented by the veteran pioneer, Edward W. Durant.

The district comprising Chisago, Pine and Kanabec Counties sent D. W. Cowan, of Sandstone, a Republican, born in Can-

ada. He was a practicing physician and was coroner of Pine County, at the time of the Hinckley fire. The new members from the Hennepin County districts were: E. F. Comstock, a railroad contractor, who had served three terms as member of the House; John F. Calhoun, a broker, and Henry J. Gjertsen, an attorney. O. N. Mausten, of Aitkin, Senator from the Fifty-second District, was a member of the House of 1899. E. B. Wood, of Long Prairie, a veteran of the Civil War and Captain in the Fourteenth Minnesota during the Spanish-American War, represented the district comprising Hubbard, Wadena, and Todd Counties.

The Fifty-fifth District was represented by L. O. Thorpe, a member of the Senate of 1895 and 1897. H. W. Stone, a banker, of Benson, and a member of the House of Representatives in 1897, was Senator from Swift and Big Stone Counties. The Fifty-seventh District was represented by J. T. Schain, a native of Norway, a merchant and farmer residing at Brown's Valley. From Otter Tail County came Alonzo B. Cole, of Fergus Falls, a homeopathic physician and surgeon, a native of New York State and a resident of Minnesota since 1881. Frank H. Peterson, a lawyer, of Moorhead, represented the Sixtieth District. E. J. Swedbach, of Bemidji, a native of Sweden, engaged in lumbering, was Senator from the Sixty-first District. From Polk County came A. D. Stephens, a banker, of Crookston, and from the northwest corner of the State, the district comprising Kittson, Marshall and Roseau Counties came Begent E. Sundberg, of Kennedy, a native of Sweden, engaged in farming.

In the House there were one hundred four Republicans, twelve Democrats and one Independent. Twenty-seven members had been re-elected. Nils Nyquist of Smith Mills, was serving his fourth consecutive term. Among the members of the House, that were pioneers of the State were James E. Bosworth of Houston County, his second term, and a resident since 1854. D. Sinclair, of Winona, a newspaper editor, a native of Scotland, and a resident since 1856. John Schwager, a farmer of Bethany, a natve of Switzerland, and who first came to Minnesota in 1857. Andrew C. McCoy of Byron, came from Illi-

nois in 1856, when he was only thirteen years of age. He was a veteran of the Civil War, and spent six and a half months as a prisoner at Andersonville. H. W. Ruliffson an early pioneer, came from his native State, New York, in 1857. He was a member of the House of Representatives of 1870. S. D. Peterson of New Ulm, settled in Minnesota in 1856. Fred Sander, a farmer of Sibley County, born in Germany, came to the State in 1855. This was his third term; he was also a veteran of the Civil War. John Taylor, of Le Sueur, a native of Canada, settled in Minnesota in 1856. He was a member of the House in 1874. D. F. Kelley, of Northfield, a native of New Hampshire, had been a resident of the State since 1855, being then fifteen years of age. He was a veteran of the Civil War, and was serving his second term. Swen Magnuson of Marine Mills, a native of Sweden, settled in Minnesota in 1853. O. B. Soule of Withrow, a native of Maine, came in his infancy with his parents to the State in 1856.

H. E. Craig, a farmer, residing at Orrock, was born in New Brunswick, and settled in Minnesota in 1856. He had served two terms in the House of Representatives. A. J. Wood, a native of Canada, a farmer residing at Otsego became identified with the State in 1855. H. C. Block of Maine Prairie, a native of Germany, had been a resident since 1857, and H. Ward Stone, a miller, residing at Morris, settled in Minnesota in 1856.

Among the younger members were J. H. Burns, of Lanesboro, a former member and chairman of the committee on general legislation. S. A. Nelson, a banker of Lanesboro, and ex-mayor of that city. G. G. Dalen, a merchant, of Hayfield, and a native of the State. George W. Wilson, an attorney of law, had been mayor of Worthington. J. O. Haugland, of Montevideo, a native Minnesotian, and a lawyer by profession. Frank Clague, a lawyer, of Lamberton, afterwards, Speaker. George W. Armstrong, a native of the State, a lawyer by profession and a member of the session of 1901. From Two Harbors came Joseph D. Budd, a physician and surgeon, a native of Wisconsin; who came to the State in 1889. He graduated from Lawrence University, Appleton, Wisconsin, and received his medical edu-

cation at St. Paul and Chicago. A. L. Cole of Walker, who represented the Fifty-second District, was afterwards Republican candidate for Governor in 1906.

The House organized and elected L. V. Babcock, of Wadena, Speaker. The presiding officer was a native of New York State, a graduate from the University of Vermont in 1869. He settled in Minnesota in 1879, and was a member of the medical fraternity. He represented his district in the preceding Legislature.

Governor Van Sant devoted the first part of his message to the financial status of the State, which showed an improved condition. He referred to the general efficiency of the Board of Control, created at the last session of the Legislature. The reports of the different State departments were reviewed and commented upon. The Vicksburg Commission, consisting of General J. B. Sanborn, General Lucius F. Hubbard, General C. C. Andrews and Captain Henry S. Hurter, created by the last Legislature, to co-operate with the National Park Commission, to determine the positions occupied by Minnesota organizations in the siege of Vicksburg, recommended an appropriation of $25,000 to be expended in erecting a suitable monument in the Vicksburg National Military Park, also an additional appropriation of $15,000, to erect bronze tablets, one upon Baldwin's Ferry Road, where the officers and soldiers of the Fourth Minnesota Infantry fell; one on the graveyard road where the Fifth Minnesota Infantry assaulted the enemy's works and a third to designate the principal position occupied by the Minnesota Battery.

The Governor also reported the failure on the part of the people, to endorse by their vote the passage of the amendment to the constitution, increasing the gross earnings tax of the railroads, and the revised tax code.

The Legislature adjourned April 21, 1903. Among the laws passed were the following: The appropriation for the exposition at St. Louis was increased from $100,000 to $150,000. Saloons were required to be closed on primary election days. Vaccination was made compulsory only in cases of epidemics. Days of grace were abolished on negotiable paper.

An act was passed creating a board of Game and Fish Commissioners, to consist of five person appointed by the Governor for the preservation, propagation, protection and transportation of fish and game.

Constitutional amendments increasing the tax on the gross earnings of railroad companies, from three to four per cent, and provding for the loan of the permanent school and university funds, by the purchase of bonds, of cities, villages, towns, counties and school districts were adopted and sanctioned by the people at the next general election.

Concurrent resolutions were passed advocating an amendment to the Federal Constitution, for the election of United States Senators, by a direct vote of the people. Congress was also asked to put coal and lumber on the free list.

At an afternoon session of the House on April 4, Theodore Roosevelt and the visiting Presidential party were the guests of a joint convention of the Legislature.

PRESIDENTIAL ELECTION OF 1904.

The Republican campaign for the nominations of Governor and State officials in 1904 was commenced in the latter part of the preceding year. Early in November, 1903, Governor Van Sant in an interview in the newspapers stated that to continue the fight against the merger of the Northern Pacific and Great Northern railroads, it would be necessary for the Republicans to nominate a candidate that would serve the interests of the people, until the law had been vindicated and every interest thoroughly safe-guarded. No man who was not in accord with the people, during the last State campaign should have the assurance to aspire to the Governorship. While this interview did not place Governor Van Sant in the position that he desired or would accept, a third term, he had inaugurated the anti-merger fight, and had been the prominent figure identified with it. Therefore he naturally thought he could continue the fight better than a new occupant of the Gubernatorial chair.

Judge Loren S. Collins, however, who had aspired to the position of Governor, having twice before been a candidate in the Republican State Conventions, a few days after Governor Van Sant's interview was made public, announced he was a candidate for the nomination. He openly advocated that the position taken by Governor Van Sant in regard to the merger case should be sustained by the people of the State.

The campaign was enlivened in January, 1904, by Robert C. Dunn of Princeton, announcing that he was a candidate for Governor. In his announcement, he endorsed the platform of the Republican State Convention of 1902, which had also received Judge Collins' endorsement, and which insisted on the merger fight being continued. Therefore both candidates were against the merger. Notwithstanding this appearance of harmony one of the most bitter political and personal controversies in the history of the State followed. Before the assembling of the convention, the United States Supreme Court, the highest tribunal in the country, decided against the merger. The Dunn men then claimed that the question of the merger was by this decision, taken out of politics, while the Collins men asserted that the contention regarding it had only just begun.

The convention met in St. Paul June 30, 1904. There were 1,175 delegates in the convention, and Senator Clapp had been requested by the central committee to preside. In respect to contesting delegations an arrangement was agreed to that a committee on credentials of fifteen members should be appointed, seven men to be selected by the Collins leaders, and seven by the Dunn leaders, while one was to be taken from the supporters of ex-Congressman Frank Eddy, who offered himself as a compromise candidate.

The principal contesting delegations were from Ramsey and Hennepin Counties, and on the afternoon of July 1, the credential committee, submitted a majority and minority report. The real fight now commenced, the Dunn contesting delegates from Ramsey County abandoned the fight and the committee unanimously decided to admit the Collins delegates from that county. This was recognized as a just discision as the Dunn delegates in

Ramsey County, by prematurely leaving the county convention in an early part of its proceedings, had seriously prejudiced their case.

The situation in Hennepin County was different. The Dunn delegates had participated in the proceedings of the county convention therefore according to political rules had some basis for recognition. In urging the adoption of the majority report, which recommended the seating of the Collins delegates, the question arose whether the Collins' Hennepin County delegates, who were occupying seats in the convention, be allowed to vote, which was promptly decided by the presiding officer by his saying, "Certainly not." The minority report was finally adopted, and the Hennepin Collins delegates retired from the hall, their places being taken by Dunn's followers. After the nominations of the Supreme Court Judges, Robert C. Dunn's name was presented by James A. Peterson, of Minneapolis, for Governor, and before the result of the vote could be announced, James A. Martin, Judge Collins's manager, moved to make the nomination by acclamation. Senator Reeves, of Glenwood, special representative of ex-Congressman Eddy, seconded the motion, which was carried with enthusiasm, and Robert C. Dunn became the Republican nominee for Governor.

The Democrats were at their wits end to find a candidate for Governor to lead, as was thought, a forlorn hope. The leaders of the party, after interviewing several parties who negatived the proposition, finally turned their attention to the city of St. Peter. John A. Johnson, the Democratic Senator, who was elected from that district in 1898, had received a plurality of 490, while the county had been carried by the Republicans for their State ticket by one hundred and twenty-seven plurality, and a Republican member of the House of Representatives had been elected by a plurality of 699. He had, however, been defeated for reelection in 1902 by eighty-eight votes, though the county was carried by the Republicans by a plurality of 493. Johnson dallied with the Democratic leaders somewhat before giving his consent. It was a Presidential year, and as the Republican nominee for President was expected to sweep the country like a whirlwind the outlook did not seem to him inviting.

In his legislative career the proposed standard bearer of Democracy, while he had performed his duties with credit to himself and his constituency, had not by his oratory or personal magnitism placed himself conspicuously in advance of his compeers. Yielding at last to the wishes of the leaders of his party, he consented that his name might be submitted to the convention for their consideration. Whereupon at a Democratic State Convention held at St. Paul, John A. Johnson was nominated for Governor.

The Prohibition party nominated Charles W. Dorsett, the Public Ownership, J. E. Nash, and Social-Labor, A. M. M. Anderson.

In the National Presidential election the Republicans carried every county in the State; the vote was for Theodore Roosevelt, 216,651; Alton B. Parker, 55,187; Thomas Watson, People's Party candidate, 2,103; Eugene V. Debs, Public Ownership, 11,692; Silas C. Swallow, Prohibition, 6,253; Charles H. Corrigan, Social-labor, 947. Roosevelt's plurality of 161,464, was only exceeded by Pennsylvania, Illinois, Ohio, Michigan and New York.

For Governor, Robert C. Dunn received 140,130 votes; John A. Johnson, 147,992; Charles W. Dorsett, 7,577; J. E. Nash, 5,810; A. M. M. Anderson, 2,293. Johnson's plurality 7,862. The Republican State officers were elected by the following pluralities: Ray W. Jones, Lieutenant Governor, 43,595; Peter E. Hanson, Secretary of State, 96,656; Julius H. Block, Treasurer, 102,782; Edward T. Young, Attorney General, 92,818.

In an analysis of the vote thirty-eight of the eighty-three counties were carried by the Democratic candidate for Governor, viz: Benton, Blue Earth, Brown, Chippewa, Clay, Cottonwood, Dakota, Douglas, Grant, Hennepin, Isanti, Kanabec, Kittson, Lac qui Parle, Le Sueur, McLeod, Marshall, Martin, Meeker, Morrison, Nicollet, Olmsted, Otter Tail, Polk, Pope, Ramsey, Red Lake, Renville, Rice, Rock, Scott, Sibley, Stearns, Steele, Swift, Wabasha, Waseca, and Windom. The new county of Clearwater gave Dunn 546, Johnson 481.

The Republicans reelected all their candidates in the Congressional districts except in the fifth, where Loren Fletcher was elected to succeed John Lind, who had defeated him at the previous election on the Democratic ticket.

In the spring of 1903, the citizens of the State were called upon to mourn the loss of their pioneer Governor. From the time that Alexander Ramsey stepped upon the steamboat landing of the primitive town of St. Paul, to the date of his death, April 22, 1903, over half a century, in all the developments, that characterized the transition of a poor frontier Territory to a populous opulent commonwealth, he bore a prominent part. The present generation, as well as posterity, will ever recognize the debt they owe his administrative ability, and his constant care of the welfare of his fellow citizens, the fruits of which they at present and hereafter will enjoy.

Chapter XXII.

ADMINISTRATION OF GOVERNOR JOHNSON.

THE inauguaration of John A. Johnson on January 3, 1905, as governor, marked an era in the history of the State. It placed in the executive chair a man who was to become a national character. Ever since the days of Sibley the Democrats of the "North Star State," annually deposited their ballots and returned to their homes to read the monotonous story of their defeat. They had during that time elected by fusion one candidate to the Gubernatorial chair, but this was the first time since the election of Henry H. Sibley, a Governor of the State had been elected who represented pure Jeffersonian Democracy. The event is more remarkable as it occurred at the time of a national election when the candidate of the Republican party for President carried every county in the State. The dissensions in the Republican convention and the consequent factional quarrels in the party was one of the chief causes of the defeat of the Republican candidate, the pluralities given Johnson in Hennepin and Stearns Counties, where Judge Collins was well known, was of itself large enough to turn the tide in the favor of the Democratic candidate.

Governor Johnson took his seat with but little administrative experience, though he had represented Nicollet County in the Senate in the Thirty-first and Thirty-Second Legislatures, nor had his educational opportunities been such as to materially qualify him for a public career. He was strictly speaking not only a selfmade man but a selfmade boy. His parents were of Swedish birth; on the paternal side there was no example

to encourage a youth in advancing his prospects; on the maternal side however there was devotion and sacrifice that gave inspiration and encouragement to a son whose instincts were of a character to be steadily guided in the right path. That this faithful friend and mother should have been permitted to see her son exalted to the highest position in the gift of his fellow citizens, must amply recompense her for the period of trial spent in succoring and protecting his young life.

The Governor was born in St. Peter, July 28, 1861, and was the first native Minnesotian to become the chief executive officer of the State. The common schools of his native city were attended at intervals until he reached the age of fourteen years. At this time when the more fortunate youths of the land were seeking the paths of higher education, he became employed in a drug store where he remained nearly ten years. He then became paymaster for a railway construction company, and in 1886 became one of the editors and publishers of the St. Peter *Herald,* a weekly Democratic newspaper, with which until about 1906 he was identified.

There is a veritable romance in the Governor's career. Born not to the purple but to the hard and thorny side of life, with a youth saddened by early struggles in the combat of life, he has developed, as an orator of no mean pretensions, an accomplished politician and an administrator who is recognized as the peer of his predecessors in the Gubernatorial office.

THIRTY-FOURTH STATE LEGISLATURE.

The Thirty-fourth Legislature, the first to hold a session in the new Capitol, assembled January 3, 1905. There were no change in the membership of the Senate.

The House consisted of one hundred eight Republicans and eleven Democrats. A majority of the members had been reelected. Among the new members were William B. Anderson, an attorney of Winona, a graduate of the University of Michigan, he had been a member of the House of the Legislature of 1901, Edward Fanning of Stewartville, a native of Minnesota, had

served as an officer of the House for several sessions. Burdett Thayer, of Spring Valley, a lawyer by profession, was a member of the Legislature of 1883. George W. W. Harden, an attorney of Le Roy, was a member of the Legislature of 1901.

Mark D. Flower was born in Chagrin Falls, Ohio, and settled in Minnesota in 1856. He was educated at the Aurora Institute. He enlisted and served over four years in the Civil War. In 1870 he was appointed Adjutant General of Minnesota which office he filled six years. He then became deputy collector of customs, and United States supervising inspector of steam vessels. Afterwards he was general claim agent for the Chicago Great Western Railroad Company, and president and general manager of the St. Paul Union Stockyards Company. He was appointed by President Roosevelt postmaster of St. Paul, and died in that city in 1907.

Charles N. Haugen, a merchant, of Pelican Rapids; T. T. Ofsthun, an attorney, of Glenwood; John R. Morley, a farmer, of Steele County; George W. Armstrong, an attorney, and Emmet Mark, of Princeton, and P. A. Gandrud, of Sundburg, were serving their third consecutive terms. The House organized and chose Frank Clague, of Lamberton, Speaker. The presiding officer was a native of Ohio and came to Minnesota when he was fifteen years of age. He received a common and Normal school education and studied law. He had been county attorney of Redwood County from 1895, to 1903, and was a member of the previous session.

Governor Van Sant in his farewell address reviewed the financial condition and the progress made by the State, during the previous years of his administration. The different reports of the heads of the departments of the State government were considered and commented upon. He announced to the Legislature that the fight instituted against the consolidation of the Northern Pacific and Great Northern railroad companies had been practically terminated, the Supreme Court of the United Stated having decreed a dissolution of the Northern Securities Company. He stated that legislation was needed to secure jurisdiction over foreign corporations like the Northern Secur-

ities Company, who were seeking to evade and violate the laws, by remaining outside the jurisdiction of the State, but acquiring the stock of domestic corporations and exercising all the powers of such ownership outside the borders of the commonwealth.

Governor Johnson in his inaugural address advocated that the term of the Governor should be extended to four years, with no reelection, and suggested that the constitution be so amended, with the provision that the present Executive should not be eligible for the new term. He urged the legislature to take some action on the taxation of inheritances, as all previous efforts in that line had been declared unconstitutional. He congratulated the Legislature that Minnesota's public school system easily ranked with the progressive States of the Union, such as New York, Massachusetts and others. He considered the greatest problem of the day was railway legislation, but declined to go into any rehearsal of recent legislation, simply stating that the United States Supreme Court had rendered a decree against the merging of parallel and competing railway lines. He stated that the Iowa Distance Tariff law would be of benefit to the citizens of the State as the rates were from twenty-five to forty per cent lower, than in Minnesota. He also favored a law abolishing free railroad passes, and the establishment of a bureau of immigration, to prosecute the work of urging settlers to locate within the boundaries of the State.

The Legislature adjourned April 18, 1905. There were 887 bills introduced into the House. Only about 200, however, reached the Governor for his signature; but a few important laws were passed. The enactment of the revised code was the most important piece of legislation of the session. It occupied the attention of the Legislature during a period of two months, more than one piece of needed legislation being made subordinate to its passage.

Another important bill was the divorcing of the University and the Normal Schools from the government of the Board of Control. The Legislature was antagonistic to the passage of railway laws, though a large portion of the bills introduced rela-

ted to their regulation. Increased power however was given to the Railroad and Warehouse Commission. The Capitol Commission's term of office was extended two years. The bill passed over the Governor's veto. Corporations were forbidden to contribute to candidates or committees for political purposes, breaches of the law were punishable with fines and imprisonment. Bucket shops were declared illegal, and an antipass bill failed to become a law. The sum of $25,000 was appropriated for proper monuments and markers to be erected in the Vicksburg National Military Park, and the same was dedicated May 24, 1907. Minneopa State Park was established near Mankato. The chief fire warden's salary was raised to $1,500. A bill was passed arranging for the expense of taking the State census in 1905. Under a penalty of a fine not less than $50, or more than $100, or imprisonment from thirty to ninety days, no person outside of a regular licensed doctor or dentist was permitted to give a prescription for cocaine, or a compound or preparation containing that drug.

In joint convention January 18, 1905, Moses E. Clapp was duly declared elected United States Senator for the term ending March 4, 1911. The vote in the Senate was: Moses E. Clapp 54; R. A. Smith, 6; in the House, Moses E. Clapp, 111; R. A. Smith 6, Frank Clague 1.

STATE ELECTION OF 1906.

The Republicans held their convention for the nomination of State officers at Duluth, June 12, 1906. W. W. Sivright was chosen to preside over the convention. On the following day on the third ballot A. L. Cole, of Walker, was nominated for Governor. The other prominent candidates were Jacob F. Jacobson, Julius H. Block, and Samuel Lord.

The Democratic convention was held at Minneapolis September 4, 1906, and was a unit for the renomination of Governor Johnson. The Prohibition party nominated Charles W. Dorsett and the Public Ownership O. E. Lofthus for Governor.

At the fall election in 1906 John A. Johnson received 168,840 votes; A. L. Cole, 96,162; Charles W. Dorsett, 7,223; and O. E. Lofthus, 4,646. Johnson's plurality was 72,678. The Republicans carried only five counties for their Gubernatorial candidate with the following pluralities; Cass, 225; Cook, 13; Faribault, 53; Houston, 125; Hubbard, 91. The Republican candidates for State officers were elected by the following pluralities: Adolph O. Eberhart, Lieutenant Governor, 30,938; Julius A. Schmahl, Secretary of State, 40,959; Samuel G. Iverson, Auditor, 81,089; Clarence C. Dinehart, Treasurer, 61,296; Edward T. Young, Attorney General, 84,754.

An amendment to the constitution at the State election expunging the first four sections of Article 9 relating to taxation, and substituting the following, received 156,051 in the affirmative to 46,982 in the negative.

Section 1. The power of taxation shall never be surrendered, suspended, or contracted away. Taxes shall be uniform upon the same class of subjects, and shall be levied and collected for public purposes, but public burying grounds, public school houses, public hospitals, academies, colleges, universities, and all seminaries of learning, all churches, church property, and houses of worship, institutions of purely public charity, and public property used exclusively for any public purpose, shall be exempt from taxation, and there may be exempted from taxation personal property not exceeding in value $200, for each household, indivdual, or head of a family, as the Legislature may determine: Provided, that the Legislature may authorize municipal corporations to levy and collect assessments for local improvements upon property benefited thereby without regard to a cash valaution, and, provided further, that nothing herein contained shall be construed to affect, modify, or repeal any existing law providing for the taxation of the gross earnings of railroads.

Amendments to the constitution providing for the establishment of a road and bridge fund, and authorizing the Legislature to levy an annual tax for the purpose of constructing and improving roads and bridges; and another giving any person the right to sell or peddle the products of the farm or garden occupied and cultivated by him without the obtaining of any license, adopted by the Legislature of 1905, was also sanctioned by the people.

In the Congressional election the Republicans carried eight of the nine districts. James A. Tawney was reelected in the First District; Winfield S. Hammond, Democrat in the Second District; Charles R. Davis was reelected in the Third District; Frederick C. Stevens was reelected in the Fourth District; Frank M. Nye, Republican, elected in the Fifth District; Charles A. Lindbergh, Republican, in the Sixth District; Andrew J. Volstead reelected in the Seventh District; J. Adam Bede reelected in the Eighth District; and Halvor Steenerson reelected in the Ninth District.

We append a short sketch of the three new members of Congress. Winfield S. Hammond was born in Southboro, Massachusetts, November 17, 1863. His education was obtained at the public schools of his native town and in 1880 he entered Dartmouth College, graduating four years later. He came to Minnesota in 1884 and was employed as principal of the High School at Mankato, and for five years subsequently was Superintendent of Schools in Madelia. In 1891 he was admitted to the bar and commenced the practice of his profession at Madelia, but removed to St. James in 1895, where he now resides.

Frank M. Nye was born at Shirley, Maine, March 7, 1852. His parents settled in St. Croix County, Wisconsin, near River Falls, when he was only two years of age. His early boyhood was spent on a farm, receiving a common school and academic education, while thus employed he taught school, studied law, and was admitted to the bar at Hudson, Wisconsin. In the spring of 1878 he removed to Clearwater, Wisconsin, and in the fall of 1884, was elected to the Lower House of the Legislature. He came to Minneapolis in the spring of 1886, and was elected county attorney in 1892, filling the office four years. Since that time he has been engaged in general practice.

Charles A. Lindbergh was born in Sweden, January 20, 1859, and the following year came with his parents, who located on a farm near Melrose, Minnesota. He attended the public schools, also Grove Lake Academy, and the University of Michigan. He now resides at Little Falls, where he is engaged in the practice of law.

THIRTY-FIFTH STATE LEGISLATURE.

The Thirty-fifth Legislature convened January 8, 1907. There were in the Senate forty-three Republicans, nineteen Democrats, and one People's party; twenty-three members had been reelected. Patrick Fitzpatrick, of Winona; F. E. Du Toit, of Chaska; Julius A. Coller, of Shakopee; J. T. McGowan, George P. Wilson and Edward E. Smith, all of Minneapolis, had served in the two previous Legislatures. Albert Schaller, of Hastings, had represented Dakota County since 1895.

The members serving a second term were Lytle O. Cook, of Kellogg; H. H. Witherstine, of Rochester; Alex S. Campbell, of Austin; Frank E. Putnam, of Blue Earth City; O. G. Dale, of Madison; C. A. Johnson, of St. Peter, Ole K. Naeseth, of Goodhue County; Winslow W. Dunn and John C. Hardy, of St. Paul; J. F. Calhoun, of Minneapolis; T. M. Pugh and George R. Laybourn, of Duluth; L. O. Thorpe, of Willmar; F. H. Peterson, of Moorhead; A. D. Stephens, of Crookston, and Bengt E. Sundberg, of Kennedy.

The new members were Frank Clague of Redwood County, the Speaker of the preceding House of Representatives; Darwin S. Hall, of Buffalo Lake, ex-Member of Congress; S. A. Nelson, a banker, of Lanesboro, a member of the House of 1903, represented Fillmore Ciunty.

Thomas E. Cashman, a Democrat, and ex-mayor of Owatonna, president of the Clinton Falls Nursery, was the Senator from Steele County. Two members of the same political party were John Moonan, a lawyer and ex-mayor of Waseca, and Samuel D. Works, engaged in lumbering and other industries at Mankato. A Republican, William A. Hinton, a merchant, of Freeman, a member of the House during the sessions of 1903 and 1905, represented Martin and Watonwan Counties. The mayor of Rushmore, S. B. Bedford, interested in banking, was the Senator from Nobles and Murray Counties; a native Minnesotian, Henry E. Hanson of Windom, who had been register of deeds of Cottonwood County for eighteen years, was the Senator from Jackson and Cottonwood Counties.

E. H. Canfield, of Luverne, represented Rock and Pipestone Counties, and Virgil B. Seward of Marshall, another attorney, was Senator from Lincoln, Lyon and Yellow Medicine Counties. A Democrat, A. A. Poehler, ex-mayor of Henderson, engaged in merchandising, was the Senator from Sibley County.

The agricultural interests of the State were represented by John Q. Briggs, a native of Illinois, who settled in Minnesota in 1874 and represented Houston County; Bernhart N. Anderson, of Albert Lea, secretary of the Farmers' Mutual Insurance Company, and Senator from Freeborn County; A. L. Hanson, of Ada, a retired banker, devoting the most of his time to farming, represented Norman, Beltrami and Red Lake Counties; James Johnston, of Bertha, the Senator from the district comprising Hubbard, Wadena and Todd Counties; Ole O. Canestorp, of Elbow Lake, represented the district comprising Traverse, Grant and Stevens Counties; Lytle O. Cook, Ole K. Naseth, Bengt. E. Sundberg and Ole O. Sageng, the People's party representative and Senator from Otter Tail County.

From Meeker County came J. W. Wright, a merchant, of Litchfield, a Southerner by birth, he had been a resident of Minnesota since 1865. The Senator from McLeod County was C. R. Donaldson, a Democrat, a native of the State and a resident of Stewart. Another Democrat, Henry F. Weis, cashier of the First National Bank of Le Sueur, a native of West Virginia, was the Senator from Le Sueur County. From Rice County came Frank L. Glotzbach, a Democrat, and mayor of Faribault. Washington County was represented by George H. Sullivan, of Stillwater. The district comprising Chisago, Pine and Kanabec Counties sent Victor L. Johnson.

The new members of the Ramsey County delegation were Henry McColl, a druggist, a member of the House of 1903-1905; Edmund S. Durment, an attorney, and Joseph M. Hackney, a native of Antrim, Minnesota, a graduate of Hamline University and the law department of the University of Minnesota, and engaged in the real estate and loan business in St. Paul. Hennepin County new members were James T. Elwell, Manley L. Fosseen and John W. Pauly, of Minneapolis.

A native of Sweden, Charles J. Swanson, of Fridley represented the Forty-fifth District. From Wright County came George C. Carpenter, a merchant, of Buffalo, and from the Forty-seventh District John E. C. Robinson, an attorney, from St. Cloud. Solomon F. Alderman, a lawyer, of Brainerd, was the Senator from Morrison and Crow Wing Counties, and Pattrick R. Vail, a merchant, of Ely, and a member of the House of 1897, was the new member from St. Louis County. D. M. Gunn, a hotel proprietor, of Grand Rapids, was the Senator from Carlton, Aitken, Itasca and Cass Counties. John J. Ahmann, a merchant, of Torah, represented the Fifty-fourth District. The district comprising Swift and Big Stone Counties sent as their Senator, Ray G. Farrington, an attorney, residing at Ortonville. Pope and Douglas Counties' Senator was Claus J. Gunderson, a native of Wisconsin and educated at the University of Minnesota and the literary and law department of the University of Michigan. He had practiced law at Alexandria, since 1886. Daniel E. White, a hardware merchant, of Claremont, was the Senator from Dodge County.

The House of Representatives contained one hundred Republicans, sixteen Democrats and three Prohibitionists. Thirty-one members had been reelected. S. D. Peterson, J. H. Dorsey, Lawrence H. Johnson and Robert J. Wells were serving their fourth consecutive terms. Mr. Peterson was no tyro in legislative affairs, he had served five terms in the House, and four years in the Senate. He was born in Norway and came to Minnesota in 1856, and was engaged in the farm implement business at New Ulm. Dr. Dorsey was a resident of Glencoe, a native of Pennsylvania and edited the first democratic paper in McLeod County. He was surgeon in the Fourteenth Minnesota during the Spanish-American War. Mr. Wells was a native of Wisconsin, came to Minnesota in 1878. He resided at Breckenridge and combines the diversified occupations of farming and practicing law. The three termers were R. L. Mork, a farmer, residing at Bricelyn; W. H. Putnam and A. J. Rockne of Goodhue County. Mr. Putnam was a banker at Red Wing, a native of Massachusetts, who settled in Minnesota in 1867 and was an

ex-mayor of his adopted city. Mr. Rockne was a lawyer; residing at Zumbrota. A native Minnesotian and a graduate of the law department of the University of Minnesota. James Handlan, of St. Paul; W. I. Nolan, a humoristic lecturer, a native of the State and a resident of Minneapolis. A. J. Wood, of Otsego; I. W. Bouck, of Royalton; Hans. O. Hanson, of Stephen; and N. F. Hugo, of Duluth.

The Prohibitionist members of the House were Thomas E. Noble, of Albert Lea, a farmer, and dairyman; Engebert E. Lobeck, of Alexandria; and George W. Higgins, of Minneapolis, nominee for Governor of his party in 1898 ,and for mayor of Minneapolis in 1902.

Henry G. Hicks, ex-District Judge, represented one of the Hennepin County districts, and Solon O. Morse, a merchant, of Slayton, a member of the House in 1887, 1899 and 1905, also private secretary to William D. Washburn, during his six years in the United States Senate, was Representative from Nobles and Murray Counties.

The House organized and elected Lawrence W. Johnson, of Minneapolis, Speaker. The presiding officer is a native of Germany and came to Minnesota in 1884. His business is that of bridge contractor and engineer.

Governor Johnson in his biennial address advised economy in both the legislative and executive departments of the State government. The first part of his message was largely devoted to the subject of taxation. He stated that during the year 1905 the total taxes levied in the State for all purposes amounted to $22,355,326.25. He appreciated the fact that there could be no great and sudden change from an unnatural and unjust taxation, to a natural and just condition. The burden of taxation will continue to fall largely upon the tangible and visible property of the State. The subject of taxation of mortgages was dealt with, and he thought that under the latitude of the new constitutional amendment, the Legislature would be able to devise a registry and income tax, that would not be a hardship on either the loaner or borrower of money. He urgently recommended legislation providing for the establishment of a per-

manent tax commission. The taxation of iron mines was duly considered. Prior to 1896, the owner of mines in Minnesota paid a nominal tax of one cent per ton, on ore mined and shipped, in lieu of all other taxes. During the five years ending with 1895, this tonnage tax amounted to only $73,845. Beginning with 1896 mines have been assessed as other real property for direct taxation, and the State board of equalization in 1906 equalized the totals for St. Louis County at $70,000,00. This he contended was not in proportion to the value of the mines and the State thereby did not receive its just revenue, in comparison with other property in the State.[1]

He advised the amending of laws taxing sleeping car, telephone and express companies, as the corporations were seeking to evade the taxes rightly due the State, on business done within its boundaries, also suggested that the railroad taxes be paid in semi-annual payments, and that delinquents in corporate taxes be compelled to suffer the same penalties as the general taxpayer.

He advocated the organization of a State department of mines, on account of the vast interests of the State in mine and mineral properties. Railroad legislation, reduction of freight rates, a two cents a mile passenger rate, and the abolition of railroad passes, received the Governor's attention.

There had been during the last biennial period, the greatest volume of growth in State banks, than during any other period in the State's history. The number of State banks increased from 325 to 427. The aggregate capital stock, surplus and undiivded profits increased from $11,410,533.04 to $13,414,249.45. The gross deposits reached the sum of $64,392,858.79. The total banking resources of Minnesota exclusive of private banking in July, 1906, amounted to $266,490,032.83.

He called the attention of the Legislature to the fact that while there were State laws prohibiting trusts and combinations, and though the statute had been in force several years,

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[1]Following this suggestion and based on the result of an exhaustive inquiry made by the Tax Commission, the State Board of Equalization at its session of 1907, increased the valuation of the iron properties of Northern Minnesota to $191,000,000.

there had been no prosecutions or punishments for the violation of the law, although it was generally understood that combinations had been effected to such extent, as to menace the public welfare. He cited the lumber, grain and livestock interests of the State as being manipulated by trusts or combinations, and recommended that the force in the Attorney General's office be increased, and also the appropriation of a contingent fund to enable that department to cope with those infringements of the law.

The modifications of the primary election law, labor legislation, good roads, drainage, forestry, uniform divorce law, and Indian War pensions, are embodied in his message.

He advocated the submission to the people of a constitutional amendment, for a direct initiative and referendum, thereby giving the people the opportunity of voting on the question, whether or not they want the right to instruct their representatives, also the further right to pass on the laws enacted by their Legislature.

While not being an ardent advocate of public ownership, he thought if by a majority vote a city, town or village should decide to conduct its public uitlities, there should be no objection to allowing a municipality to raise the money necessary to purchase and operate them in any way they saw fit. The raising of loans on these public utilities, pledging only the property operated, would be no injustice to owners of general property, thereby removing the objection urged against municipal ownership, that it injures the credit of a city or village, and it was not fair to tax non-users of these utilities for the benefit of the users. He quoted the Mueller law of Illinois, which had been sustained by the courts and that applies to that State, to acquisitions by municipalities of street railway properties.

In concluding his address, after paying his respects to the lobbyist as a menace to clean government he said:

"By the way of conclusion, permit me to add that I have every confidence that you will be guided and governed by a desire to do that which is best for the State. This commonwelath, with all of its moral, intellectual, and material advancement, is,

I am sure, as dear to you as to me. We have been chosen by the same people; we serve the same cause; we may differ in our opinions, but if our differences are honest ones, they will find adjustment with little difficulty. Whatever our political convictions, our duty is the same. We may have our obligations to political parties, and these obligations it seems to me will be best met and redeemed in patriotic service regardless of the demands of partisan service; that we will serve our parties best by serving the State best.

"We live in a time when purely party considerations are being made to yield to the principles of good government, and in any conflict between the two our first duty is to the State and Nation, and allegiance to a party organization a secondary matter. Let us strive to attain the highest ideals and reward the people who have reposed special confidence in us by honest effort which will make us worthy of the honors conferred upon us. In your every effort to bring about a healthier and better state of governmental affairs I pledge you the hearty co-operation of my office, and assure you, as well, that I will be glad to welcome any suggestions calculated to promote the prosperity of our people and the general domestic welfare."

The Legislature adjourned April 24,1907. In the work of the session railroad matters predominated, the restless feeling of discontent respecting railroad domination over the past year, had become so apparent, that there seemed to be a demand that the Legislature should enact laws restraining these corporations. Various bills affecting the passenger and freight rates were introduced in the early day of the session. The corporations represented by their attorneys were determined to antagonize such measures but they early realized despite their efforts that certain measures were sure to be enacted. Finally acts were passed prescribing the two cent maximum rate per mile, to be charged by railroad companies operating in the State for transportation of passengers, and a reduction of ten per cent in freight rates. These laws were to take effect May 1, 1907, and violators were subject to imprisonment and a fine not exceeding $5,000 for each and every offense. The tax on the gross

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earnings of sleeping cars was increased and private car companies were also required to pay a tax of four per cent on their gross earnings Railroad companies were obliged to maintain a depot at all towns of 400 or more inhabitants (it was formerly 1,000) located on their lines. All cars were required to be equipped with automatic couplers, and have grab-irons or hand-holds on the ends and sides of each car.

Insurance legislation was a prominent feature of the session. Foreign insurance companies before a license was granted to them were required to sign an agreement making the State Insurance Commissioner their lawful attorney in all legal proceedings brought against them; also that they would not apply to the court to have an action started in the State courts removed to the Federal courts. An annual apportionment and accounting for the divisable surplus of life insurance companies to policy holders was provided for, also on policies heretofore issued another act prohibited the diversion of the funds of life insurance companies to aid in the nomination or election of any candidate of any political party. The status of persons soliciting insurance was defined to the effect that he was agent of the company and not of the assured.

The great agrarian masses of the State were to be benefited by a law, authorizing the Board of Control to construct and operate a factory for binders and mowers in connection with the prison at Stillwater.

The bank and banking laws were amended. Banks were allowed to loan on first mortgages, fifty per cent on the cash valuation of improved farms in the State, not to exceed twenty per cent of their capital stock and surplus. Stockholders were individually liable to an amount, equal to the amount of stock owned by them for all debts and transactions prior to a transfer of their stock. Another act

Defines what is a "bank" and what is a "savings bank," and limits the right to use these words as a business name. A "bank" is declared to be an institution having a place of business in the State, where credits are opened by the deposit of money or currency, or the collection of the same, subject to be paid or remitted on draft, check or

order; and where money is loaned or advanced on stocks, bonds, bullion, bills of exchange or promissory notes, and where the same are received for discount or sale. A "savings bank" is a corporation managed by disinterested trustees, solely authorized to receive and safely invest the savings of small depositors. These "banks" and "savings banks" are to come under the supervision of the Public Examiner and a refusal to allow him to inspect said business shall disqualify the corporation from using the word "bank" in its business.

County commissioners were authorized to change the name of any town, upon receipt of a petition signed by fifty-five per cent of the legal voters at the last preceding election. Good Friday was made a legal holiday. A State Board of Immigration was created, and an appropriation of $30,000 was voted to carry out its work. State registration of nurses was required, also the licensing of nurses. The killing of animals and birds upon the Minnesota State Forest reserve lands and parks was declared a misdemeanor punishable by a fine from $50 to $100, and imprisonment from thirty to ninety days. Itasca State Park was placed under the management of the State Forestry Board.

Acts were passed establishing a State hospital for crippled and deformed children, also an industrial school for girls on the cottage plan. By another act a hospital for inebriates was established and provision made for the erection of a building, by a tax of two per cent on all moneys received from license fees to sell liquor.

The election laws were so amended as to reduce the filing fees of candidates for the Legislature from $20 to $10 for candidates for county commissioner, where the salary was less than $300 a year the fees were reduced from $10 to $5. Polling places in cities of less than 20,000 inhabitants could be located on the second floor (formerly they were required to be on the ground floor). The civil rights of persons convicted of felony and sentenced to jail or to pay a fine, and who had served such sentence or paid such fine, were restored.

There was a complete concurrence of opinion between the Governor and the Republican Legislature on the question of taxation and that question early received the attention of the

Legislature. To overcome the inequalities of taxation, a Tax Commission was created, to consist of three persons appointed by the Governor, at a salary of $4,500. They were to place upon the assessment rolls the vast amount of property which heretofore had escaped taxation. The Governor appointed on the board: Samuel Lord, of Kasson; O. M. Hall, of Red Wing; and Frank L. McVey, of the University of Minnesota.

The act relating to the conveyances of real estate by husband and wife was amended; giving a married woman with the exception of the homestead (which is subject to the dower rights of the husband) the right to make a separate conveyance.

The salaries of the Justices of the Supreme Court were increased from $5,000 to $7,000 a year; that of the stenographers of the Supreme Court to $900. The office of assistant State Librarian was created with a salary of $1,500. The salary of the chief chemist in the State Dairy and Food Department was raised from $1,500 to $2,400. The Governor's salary was increased from $5,000 to $7,000 a year and last, but not least, the members of the Legislature were to receive $500 a year instead of $250.

The Nineteenth Judicial District was established to consist of the counties of Kanabec, Chisago and Washington, which heretofore had been a part of the First Judicial District.

A commission was appointed to select a design for a suitable monument, to be erected on the battle field of Shiloh, to commemorate the services of the First Minnesota Battery, an appropriation of $5,000 having been passed by the previous Legislature for that purpose. The sum of $10,000 was appropriated for the erection in the capitol building, of an heroic bronze figure of Colonel William Colvill who led the First Minnesota Infantry in their memorable charge at the Battle of Gettysburg. Also a replica was to be erected at the place of Colonel Colvill's burial in Cannon Falls. The sum of $500 was appropriated to be expended in locating and surveying all or part of the battlefield of Wood Lake, in Yellow Medicine County. The Governor was empowered to appoint a commission for the purpose of acquiring land for the extension of the present grounds of the Capitol.

From the northern part of Itasca was formed Koochiching County, the seat of government being fixed at International Falls; and from the eastern part of Norman was formed Mahnomen County, the county seat being Mahnomen.

During the session of the Legislature, Knute Nelson was elected United States Senator for the term ending March 4, 1913.

Chapter XXIII.

TRANSPORTATION.

EARLY ROADS AND MAIL ROUTES.

THE first important road lying partly within the State of Minnesota was built by the Hudson's Bay Company in the last years of the Eighteenth Century; it was thirty-five miles in length and connected Fort William, built on the Kaministiquia River, with another fort located at the southern terminus of the Grand Portage. This road was bridged with cedar logs, some of which are yet to be seen. The locality called the Grand Portage was the site of a once celebrated trading post fort on the south end of a portage of that name, and is on a small crescent shaped bay, which has an island at its entrance, 146 miles from Duluth, and about ten miles west of the extreme eastern point of Cook County.

After the occupation of Fort Snelling, the mail and supplies for the garrison were carried by soldiers from Fort Crawford (Prairie du Chien,) in the summer by keel boats or canoes on the river. In winter the distance was traversed on the ice in a sort of sledge drawn by dogs or a Canadian pony and called a *train du glace*. There was no human habitation between these two forts excepting an encampment or two of Indians, and the mail carriers and their animals had to subsist the best they could. This winter system of transportation was kept up as late as 1849.

In the fall of 1832, after the close of the Black Hawk War, the first mail route, for the transmission of news to and from

Fort Snelling, was inaugurated. It was not, however, under the auspices of the Post Office Department at Washington. Colonel Zachary Taylor, afterward President, then in command at Fort Crawford, inaugurated the service. He established a regular, or nearly regular, communication between Prairie du Chien and the river St. Peter's, and the arrangement was continued for several years.

James Halpin, an Irish-American, soldier of the Fort Crawford garrison, was the first dispatcher, bearer and mail messenger. He traveled the greater part of the time on foot and continued in the service for a year. As his route ran, the distance between the two forts was about 210 miles, and he was required to make the round trip of 420 miles in fourteen days, at the rate of thirty miles a day. Setting out from Prairie du Chien he crossed the Mississippi and traveled the entire route on the west side of the river. He did not follow the river closely, thus avoiding its circuitous course, except in winter; he crossed the Upper Iowa River in a canoe; he swam or waded the other streams. His mail sack was a beaver skin made water-proof, and its contents never weighed more than twenty pounds. There was not a cabin or other human habitation on his route between the Upper Iowa and the St. Peter's, although he sometimes came upon an Indian camp, where he was always well received; but he seldom found the camp in the same place on his return. He carried a blanket, a canteen and a haversack, with seven days rations of hard bread and salt; his rifle procured his meat rations en route. At night he kindled a fire with flint and steel, slept on the ground, and somehow contrived to endure the severest weather without serious injury, preserving his health and never missing a trip. Mr. Halpin lived to become a respected citizen of Madison, Wisconsin, and was a resident of that city in 1854.

The early missionaries in their pilgrimages used the means of transportation of their savage brethren, the canoes made from the bark of the white birch and the wood of the white cedar. The latter forming the ribs and the bark coming in contact with the water. They were made from ten to twenty feet in length,

capable of carrying two or three tons of lading, but were of light weight so that they could be carried by a very few men. They were propelled with a paddle and often accomplished eighty to one hundred miles in a day. The batteaux rowed by six or seven men were also used, they were light made boats usually about forty feet in length, from ten to twelve feet wide, and could carry five tons. Journeys on land were accomplished in summer by following the paths of the savage and in winter snow shoes were utilized.

In the year the Territory was organized, Henry M. Rice dispatched a boat laden with Indian goods from the St. Anthony Falls to Crow Wing; which was towed by horses after the manner of a canal boat.

There were at this time but a few roads in the Territory, one had been built from St. Paul to Mendota crossing the ferry at Fort Snelling, another to the St. Anthony Falls.

A blazed and marked road was laid out in the winter of 1849 by Captain Wiram Knowlton, from Hudson, Wisconsin via Black River Falls to Prairie du Chien. It was about 223 miles in length, some of the streams were bridged and a span of horses could haul 1,800 or 2,000 pounds through the whole distance. This road was used as the winter route east by St. Paul travelers for several years. It was also the mail route. At this time there were only sixteen post offices in what is now Minnesota. The only mail routes besides the one mentioned was from St. Paul to Fort Snelling and back, weekly; from St. Paul to St. Croix Falls via Stillwater and Marine Mills, and back, weekly; with one additional trip to Stillwater and back.

The First Territorial Legislature incorporated the St. Paul and St. Anthony Plank Road Company; also passed a bill for laying out Territorial roads. In his message to the Legislature in 1851, Governor Ramsey informs them that Congress had appropriated $40,000 for the construction of certain roads in the Territory, and recommends the memorializing of that body for a grant of township lands the proceeds to be expended in building a telegraph line from St. Paul to the nearest connection which was then 200 miles away.

A Government survey was commenced in the southeastern part of Minnesota in 1853. In the autumn of 1854, Major Reno completed the survey of a military road from Sioux City to Fort Snelling. In 1854 Congress appropriated money to construct a proposed road from the Falls of St. Croix to Lake Superior.

The Minneapolis Bridge Company was organized in 1854, to construct a suspension bridge across the Mississippi River above St. Anthony Falls. The bridge was completed in 1855 and remained in control of the Company fifteen years; when it was purchased by Hennepin County and became a free thoroughfare. The next year a company was formed to build a bridge connecting Ramsey and Dakota Counties. It was to be a toll bridge for thirty-five years, then to become free and be the joint property of the two counties. The incorporators failed to accomplish the building of the bridge and the city of St. Paul which had voted $80,000 towards the enterprise, foreclosed its mortgage and the property rights were vested in the city. The St. Croix Bridge Company in 1856, built a bridge of 150 span across the St. Croix River between Taylor's Falls and St. Croix Falls.

STAGE ROUTES.

The first pioneer of inland transportation in Minnesota was Norman W. Kittson, who in 1843 established a trading post at Pembina in connection with the outfit of the American Fur Company at Mendota. Heretofore the importing of goods, and exporting of furs to and from the Red River country were through the circuitous, difficult and dangerous Hudson's Bay route, which was navigable only two months in the year. In 1844 wishing to transport his purchases of fur to Mendota, Mr. Kittson constructed what afterwards became known as the Red River or Pembina cart. This curious vehicle was two wheeled, constructed of wood and leather of rude workmanship and would carry 600 or 700 pounds. They generally cost about $15. To this cart was fastened an ox, or pong geared with broad bands of buffalo hide. Several carts were managed by one driver by

tying each one to the tail of the preceding cart and guiding the head ox or pony. When traveling a caravan could be heard for miles, the axles being innocent of grease produced a horrid creaking. The drivers were *Bois Brules,* dressed in civilized garments, adorned with brass buttons and barbaric ornaments. The first year there were six carts engaged in trade, the number increased each year until in 1851, when William H. Forbes became a partner of Mr. Kittson, and what was known as the "St. Paul Outfit" was organized to carry on the supply business. The distance from St. Paul to Pembina was 448 miles; the route generally traveled, was via Otter Tail and Sauk Rapids; though earlier trips were made via Big Stone Lake and Traverse de Sioux. A down trip would generally consume from thirty to forty days. The number of carts arriving in 1851 was 102, in 1857 about 500 came to St. Paul. In 1858, 600. The number decreased the three following years owing to the establishment of steamers on the Red River of the North. In 1863 owing to Indian troubles only 275 carts came through. It was not, however, until 1867 that they ceased their annual trips to St. Paul. In that year the St. Paul and Pacific railroad was running to St. Cloud and for a year or two that city became the terminus. The completion of the Northern Pacific railroad to the Red River of the North drove these primitive prairie carts out of existence.

The first stage ever run in Minnesota Territory was by Amherst Willoughby and Simon Powers. Mr. Willoughby was a Vermonter by birth, an old stage driver who had been connected with staging in Chicago for twenty years. In the fall of 1848 he came to St. Paul prospecting and returned the following year with his partner. They commenced running daily, sometimes making two trips from St. Paul to St. Anthony, utilizing a two-seated open wagon drawn by a span of horses. The following September to supply their trade, they put on a four horse open spring wagon, that could carry fourteen passengers. This they continued until the winter season set in, when they ran a line to Prairie du Chien by the Knowlton road before mentioned.

In the spring the four-horse wagon stage was resumed to St. Anthony, and Robert Kennedy ran a line from St. Paul to Stillwater; afterwards Willoughby and Powers put a line on this route. In the summer of 1851 these same parties brought to St. Paul the first Concord coach ever ran in Minnesota. The following spring Lyman L. Benson and Mr. Pattison came from Kalamazoo, Michigan, they established an opposition line to St. Anthony which was called the "Yellow Line," the old line being generally termed the "Red Line." This opposition brought on the first cut rate war in Minnesota, the price hitherto charged was seventy-five cents, it was reduced to twenty-five cents and then to ten cents, and the "Yellow Line" also put on an opposition coach to Stillwater. In the same year Colonel Alvaren Allen ran a hack line from St. Anthony to Monticello; this was soon afterwards extended to St. Cloud.

The rivalry between the competing lines to St. Anthony continued two seasons or more. Willoughby and Powers increased their rolling stock to eight Concord coaches and carried on an extensive livery business in St. Paul. In 1854, a compromise was effected with Pattison and Benson, who became owners of the St. Anthony line, Willoughby and Powers operating a line from St. Paul to Shakopee, and other points, and also ran the Stillwater branch. The winter route on the east side of the Mississippi, from Stillwater to Prairie du Chien, was run until 1853 by Willoughby and Powers, but in that year M. O. Walker and Company obtained the winter mail contract and a line of stages was run by them from Stillwater through Minnesota and Iowa to Dubuque, Iowa, and thence to Galena, Illinois, the nearest point where an eastern bound traveler could strike a railroad. This trip was advertised to take only four days, but frequently took six. The stages were incommodious, the horses generally spavined, this with surly drivers and occasionally snowbound at a frontiersman's cabin did not tend to make the journey a pleasure trip. In the winter of 1855, J. J. Brackett ran an opposition line from St. Paul to Dubuque via Lakeville, Owatonna and Austin. In 1854-1855 William Nettleton established a line of stages from St. Paul to Superior, Wis-

Wm Kettleton

consin, which had been laid out in 1853 by St. Paul parties though there was not even a wagon road to the town.

An important factor at this time in promoting stage enterprises was Colonel Alvaren Allen, already mentioned, in 1854 he had a four-horse Concord coach line from St. Paul to Crow Wing, which was afterwards pushed as far west as Breckenridge, and south to Mankato. At this time eight coaches left St. Paul daily, three for Minneapolis, one for Crow Wing, one for Mankato, one for New Ulm, Faribault and Owatonna, one for Hudson, Wisconsin, and one for Stillwater. Every other day a coach left for Superior City, Wisconsin. Besides this there were from six to eight coaches making regular trips daily between St. Paul and Minneapolis. On the long distance lines more attention was paid to freight than passengers. Every available place was used for the former and the latter were compelled to hold on the best they could. The passengers over the western and southwestern routes from St. Paul, were aroused at four o'clock in the morning, and generally took breakfast at seven o'clock at St. Anthony.

In the summer of 1850 James C. Burbank, who had come from Vermont to St. Paul in that year, commenced an express business from St. Paul to Galena in connection with the American Express Company, which was running to the latter point as its western terminus. The trips during the summer were made weekly on the steamer Nominee, and in winter the Knowlton road was followed to Prairie du Chien, thence to Galena. The express business was light and much of Mr. Burbank's business consisted of filling orders at Galena for St. Paul merchants. He formed various partnerships, but in 1853 Charles T. Whitney became interested with him, and the forwarding business was added.

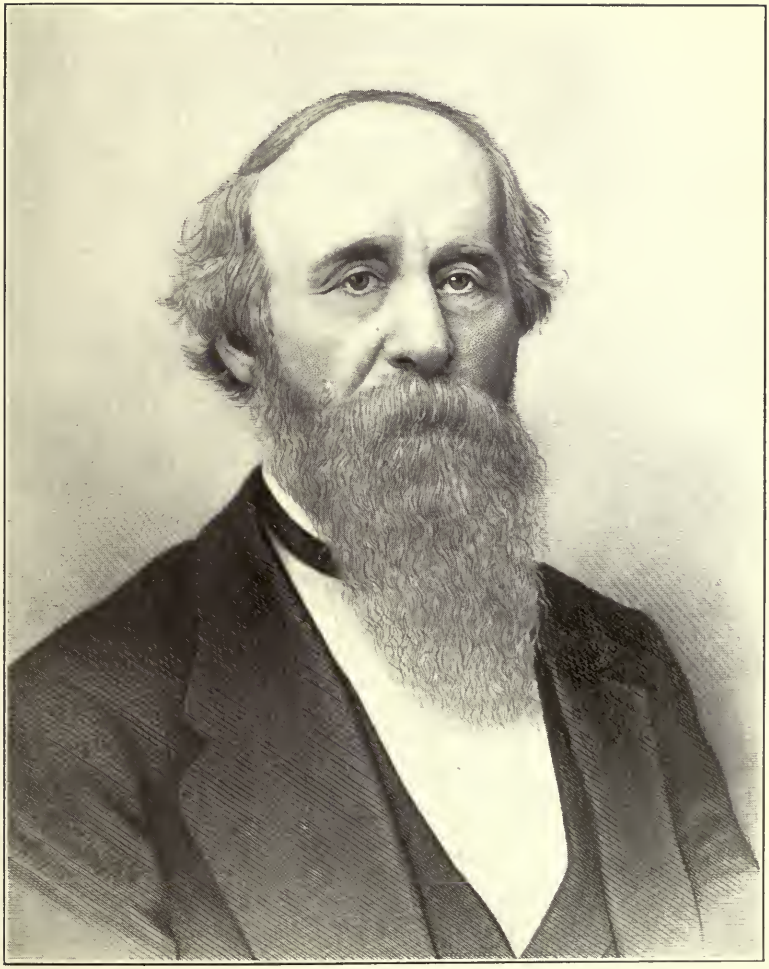
The following year the express business had reached such dimensions regular messengers were employed, offices were located at the principal towns and the Northwestern Express Company was organized. In 1856, Mr. Whitney disposed of his interests to Captain Russell Blakeley, previous to this the express matter had been conveyed in winter by the Walker's stage line. The

express company becoming disgusted with the wretched service, in January, 1857, put on a line of stages between St. Paul and Dubuque, the railroad having reached the latter point. Although they originally intended to carry only express matter, they soon put on passenger coaches which ultimately pushed Walker's slow coaches out of business.

The down river mail contract was secured in the spring of 1858. In the fall of that year on a route to La Crosse, the nearest railroad terminus, the company stocked up jointly with Allen and Chase, who had purchased the business of Pattison, Benson and Ward, which they run in connection with their lines to the Upper Mississippi, having secured several mail contracts. The La Crosse stages was a winter line, and in order to make rapid transit the company built a road at the expense of $30,000 between St. Paul and Winona. The sides of the river's bluffs were cut out, also the streams bridged. The distance of one hundred and five miles was made in twenty-four hours, horses being changed every fifteen to eighteen miles.

In the spring of 1859 the business of these two stage companies, Allen and Chase and the Burbank and Blakeley Company, were consolidated and the Minnesota Stage Company was formed. The Stillwater and the Superior routes also became centralized in this company. At the next Government letting of mail contracts, the Minnesota Stage Company secured the carrying of the United States mail for all the stage routes in Minnesota, aggregating about 1,300 miles, besides some 300 miles of pony routes. In the spring of 1860 John L. Merriam, by the purchase of Chase's interests in the stage company, became a joint partner with Messrs. Burbank and Blakeley.

The stage business had grown to such proportions, that the express business became a minor consideration, and in 1863 the company sold to the American Express Company all express territory south of St. Paul. The magnitude to which the staging business had grown; may be inferred by the fact that in the winter of 1865, the company worked 700 horses and employed 200 men.



Norman H. Kittson.

The J. C. and H. C. Burbank and Company, which carried on a very heavy forwarding business, was in the winter of 1858-1859, appointed by the Hudson's Bay Company transportation agents to arrange for shipment of their merchandise to New York or Montreal, by way of Minnesota. This made St. Paul the Company's headquarters, instead of York Factory on Hudson's Bay. This contract covered a yearly tonnage of four to six hundred tons and was continued by this firm five years. They bought the steamboat, Anson Northup, afterward named it the Pioneer. In 1861 they built the International, she was one hundred and thirty-seven feet, twenty-six feet beam and was rated at one hundred and thirty-three tons.

In 1864, it became apparent to J. C. and H. C. Burbank and Company that the interest of the Hudson's Bay Company, and their own interest were not identical. They wanted immigration and trade, but the Hudson's Bay Company did not want mails, emigrants, or anybody to trade in the Territory but themselves. The Burbanks, therefore took the shortest way to get out, they sold their interest in the steamboat business to Norman W. Kittson for the Hudson's Bay Company.

The Selkirk, built by James J. Hill and Alexander Griggs, in the spring of 1871, was the next boat to appear in the Red River of the North trade. At the opening of navigation in 1872, the fact was disclosed that all boats were under the management of Norman W. Kittson and were called the Kittson Line. In 1874, the steamboat monopoly was charging such outrageous prices for transportation, that the merchants of Winnipeg induced parties to organize a new company to be called the "Merchants' Line." The following year two new boats the Minnesota and the Manitoba, belonging to this line appeared on the river. On June eleventh of that year, the Manitoba and International had a collision, and the former was sunk, she was, however, raised but soon afterwards with the Manitoba was seized for debt. The business of the company being in bad shape, Mr. Kittson in 1876 bought out the control of the boats and they were run in connection with his line, which had been reorganized and was called the Red River Transportation Com-

pany. The principal boats of this line were the International, Minnesota, Manitoba, Dakota, Selkirk and Alpha. The extending of the St. Paul and Pacific railroad, (Pembina to Crookston) in the summer of 1876, materially diminished the distance though it increased the volume of the steamboat freight and passenger business. The following summer the railroad was extended to Fisher's Landing and on December 28, 1878, the track layers joined the rails of the St. Paul and Pacific to the Northern Pacific, at the international boundary line, and the days of steamboat transportation on the Red River of the North were over.

Chapter XXIV.

RIVER NAVIGATION.

THE arrival of the first steamboat at Fort Snelling, was the leading incident of Minnesota history, during the year 1823. On the tenth of May the steamer Virginia, eight days from St. Louis, landed at what is now Mendota. This event opened a new era of commercial development in this quarter, and the Sioux Indians never forgot it. Often, for years afterward, they related the incident. They said that the night before the great "fire canoe" came, some of their medicine men dreamed of seeing the strange monster on the river, and the dream frightened them very much.

The Virginia was a stern-wheel boat 118 feet in length, twenty-two feet in width, and drew six feet of water. The boat left St. Louis, May 2, with a cargo of Government stores for the Fort Snelling garrison. There were on board a number of passengers, among them were Major Taliaferro, the Indian Agent, Count Beltrami, Major Biddle and Lieutenant Russell. When the boat left St. Louis it carried Big Eagle, a Sac chief, who was returning to his village from conference with Governor William Clark, and a Kentucky family, "with their children, guns, chests, cats, dogs, and chickens," immigrating to Galena, which was then the extreme northern frontier of settlement. The captain of the Virginia, according to some authorities,[1] was Captain Crawford. Count Beltrami, however, says it was Captain Perston, probably a misprint for Preston.[2]

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[1]See Neill in Minnesota Historical Society Coll.

[2]The name of Captain Perston deserves to be proclaimed by one of the hundred mouths of Fame. He is justly entitled to the admiration of mankind, to the gratitude of his fellow-citizens, and of his government." Beltrami's "Pilgrimage." Vol. 11. (London ed. 1821) p. 128.

The voyage of the steamer was without special incident, although it was toilsome. The fuel used in producing steam was wood, and frequent landings had to be made to procure it from the forests, where it was chopped into proper lengths by the crew. One night, just after the boat had passed the mouth of the Upper Iowa River, near the present southern boundary of Minnesota, a grand and great illumination greeted the boat and its passengers. County Beltrami[1] thus describes it:

> It was perfectly dark when we saw at a distance all the combined images of the infernal regions in full perfection. I was on the point of exclaiming with Michael Angelo: "How terrible, but yet how beautiful." The venerable trees of these eternal forests were on fire which had communicated to the grass and brushwood, and had been borne by a violent northwest wind to the adjacent plains and valleys. The flames towering above the tops of the hills, where the wind raged with most violence, gave them the appearance of volcanoes, and the fire winding in its descent through places covered with grass exhibited an exact resemblance to the undulating lava of Etna and Vesuvius. Showers of large sparks which fell upon us excited terror in some and laughter in others. A good old woman believed that the Day of Judgment was come. * * * We traveled almost all night by this superb torch, and the steamboat was tired and ran aground the next morning upon a sand-bank, by way of resting herself. The place is called L' Embarras, from a river of that name (now the Zumbro) which runs toward the west (sic).

As the Virginia neared the shore at Fort Snelling, the Sioux, men, women and children, including the medicine men, who had been "warned in a dream," thronged the shore. They looked upon the strange craft in astonishment but in silence, as is the Indian manner. When it landed their fear prevailed and they retired from the bank. But when with an unearthly noise, the engineer began to "blow off" steam, they were completely unnerved and overcome. The most comical and ludicrous scenes ensued. Women abandoned their children and ran screaming away in search of hiding places. The boldest warrior ran wildly off, and even Chief Black Dog and Penichon scrambled for the woods in frantic stampede. Mrs. Snelling says of the incident: "The first steamboat made its appearance at the fort much to the

[1]Ibid, pp. 176, et seq.

astonishment of the savages, who placed their hands over their mouths, their usual way of expressing astonishment. They called it a 'fire boat.' A salutation was fired from the fort, as it was expected that the Inspector General was on board, and it was returned from the boat. The Indians knew not what to make of this and were greatly alarmed until all was explained. Additions were made to the society of the garrison. Several officers, who had been absent, returned to the regiment, bringing wives and sisters, so that at one time the company numbered ten ladies. There were six companies in the garrison which, if they had been fully officered, would have given eighteen or twenty officers, but there were seldom, or never, that number present at one time."

After the Virginia the next steamboat to visit Fort Snelling was the Neville, or Neiville. There is no present obtainable record of this boat and her voyage, beyond the fact that it came some time during the year 1824.

April 2, 1825, came the Rufus Putnam, from St. Louis and Galena with a cargo of Government and sutler's stores and traders' goods. David G. Bates was captain of the Putnam on her first trip to Minnesota. About the first of May the Putnam made another trip to Fort Snelling. On this occasion the boat was laden with traders' goods for the Columbia Fur Company's post at "Land's End," on the Minnesota, a mile or more above the mouth of the river. The same season came the Mandan and the Indiana.

May 2, 1826, the Lawrence, Captain Reeder commanding, arrived, to the great relief of the whites in the country, who had been without ocmmunication with the outer world for three months.

Captain Reeder proposed a pleasure trip on his boat to St. Anthony Falls, and a number of the officers and their wives were taken on board for the excursion. After proceeding within about three and a half miles from the Falls, the current became so strong that the trip had to be abandoned. This was the first pleasure excursion by steamboat from the fort.

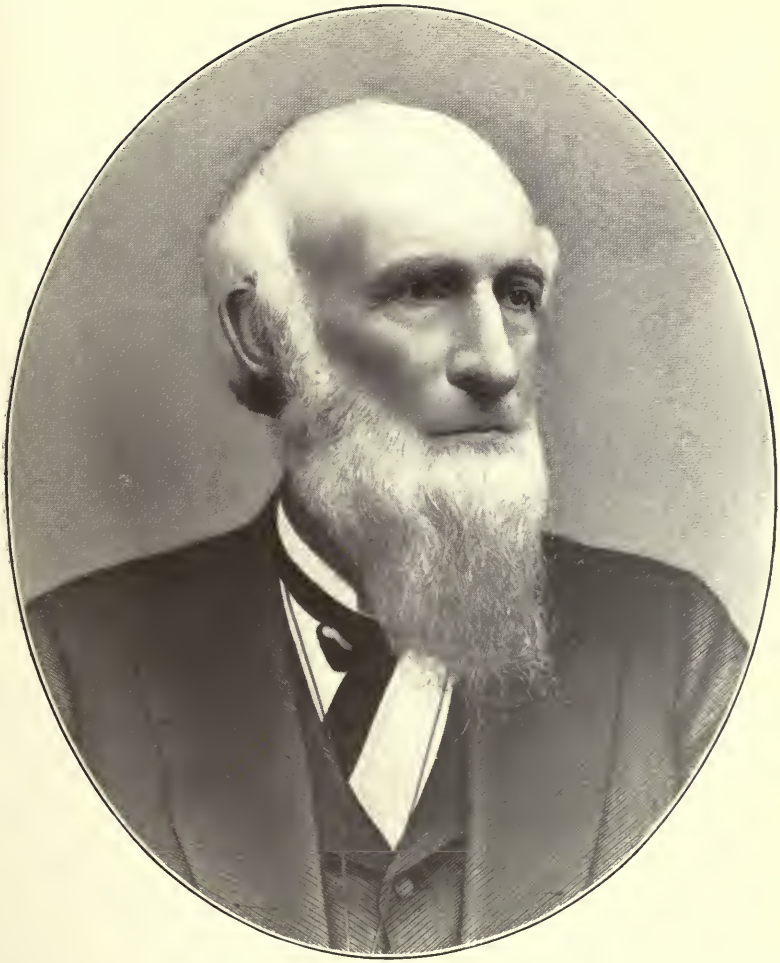
Up to May 26, of this year, the steamboats that had arrived in Minnesota after the Rufus Putnam (including those men-

tioned) were Scioto, Eclipse, Josephine, Fulton, Red Rover, Black Rover, Warrior, Enterprise, and Volant. No records of the voyages of these vessels can be obtained. The foregoing list is derived from Taliaferro's manuscript journal.

From this time to 1839 the records of steamboat arrivals are frâgmentary and are mostly from papers of Major Taliaferro, who resigned his office in 1840. On June 24, 1835, the Warrior, built and commanded by Captain Joseph Throckmorton, arrived at Fort Snelling with supplies; and had on board as passengers the first pleasure party to visit the Northwest. In the party were George Catlin, the famous painter of North American Indians, accompanied by his wife, and General George W. Jones of Dubuque.

On June 1, 1836, the steamboat Palmyra, Captain Cole, arrived with another pleasure party, consisting of thirty ladies and gentlemen; and on July 2 of the same year the St. Peters, Captain J. Throckmorton, brought besides several ladies from St. Louis on a pleasure trip, the noted engineer Joseph N. Nicollet, to begin his surveys and explorations of the Northwest. The steamer Rolla on November 10, 1837, arrived with the Sioux delegation, on their return trip from Washington, where they had made a treaty by which the Valley of the St. Croix was opened to white immigration. The Burlington, commanded by Captain Joseph Throckmorton, made three trips in 1838, bringing on the last trip 146 troops to Fort Snelling. The news of the ratification of the Sioux treaty was brought July 15, 1838, to Fort Snelling by the steamer Palmyra, commanded by Captain Middleton; she also had on board machinery for the St. Croix mill, and Calvin A. Tuttle, the millwright, with assistants, to place it in position for operation.

Of the different steamboats arriving during the season of 1839, the Ariel, Captain Lyon, made five trips; the Glaucus, Captain John Atchison, two trips; the Pike, two trips. From 1840 to 1847 the accounts are meagre, there being no records except the Galena newspapers of these years. A record kept at Fort Snelling states that in 1844, forty-one boats arrived; in 1845, forty-eight; and in 1846, twenty-four.



R. D. Blakeley

The first steamboat to navigate the waters of Lake St. Croix and river was the Palmyra. This boat arrived at Taylor's Falls in July, 1838. In November of the same year the Gypsy arrived at Stillwater, with supplies and money to pay the Chippewa Indians, pursuant to the treaty made July 29, 1837, between the Indians and the United States Government. The Fayette arrived in the early summer of 1839, with supplies and saw mill machinery for the Marine Lumber Company, located at Marine. From this time to 1847, there were, at intermittent periods during the seasons, steamboats arriving at Stillwater on the average of about five a year, though some of them made more than one trip.

As early as 1843, the Otter, commanded by Captain R. S. Harris, made regular trips from Galena to the Upper Mississippi River points. The trips were once or twice every two or three weeks during the season, the boat frequently having to wait in port two or three weeks for freight and passengers enough to pay the expenses. The Lynx, Captain W. H. Hooper, made a trip in 1844, and two in 1845.

An important event in the history of transportation took place in 1847. Messrs. Campbell and Smith of Galena; Brisbois and Rice, and H. L. Dousman of Prairie du Chien; H. H. Sibley, of Mendota; and M. W. Lodiwick, of Galena, purchased the steamboat Argo, with the intention of organizing the next spring the Galena Packet Company. The steamboat was to make regular trips from Galena to Fort Snelling, and Stillwater; and was to leave each terminus of her route on specified time and date, heretofore only stray boats had made trips to this region whenever they could get loads that would pay. In October of that year the Argo unfortunately struck a snag in the river, near the present site of Wabasha and sunk. The proprietors of the Packet Company, not disheartened by the loss of the Argo, sent Captain Lodiwick and his former clerk of the unfortunate steamer, Russell Blakeley, to Cincinnati, Ohio, where they purchased the Dr. Franklin, which was put in commission in 1848. The name of the company was changed to the Galena and Minnesota Packet Company; and Henry Corwith and Russell Blakeley became stockholders.

The season of 1848 opened with rivalry in the river traffic. D. S. and R. S. Harris, of Galena, had been interested in steamboating on the Mississippi since 1829, and had built and owned a number of boats. They felt in 1848, as if they were being driven off the river by a powerful combination. In that year, they bought the Senator to run between St. Louis and St. Paul, expecting to have the finest boat on the river. The purchase by the Galena and Minnesota Packet Company of the Dr. Franklin disappointed these expectations, and rivalry running high they sold the Senator to the Packet Company, agreeing that they would go out of the steamboat trade.

The next year the Territory of Minnesota was organized, and the prospect of the increase of the steamboat trade in the Upper Mississippi was too tempting for the Harrises. They went to Cincinnati and bought a steamboat which they named the Dr. Franklin No. 2, a much finer boat than its predecessor of that name. The Galena and Minnesota Packet Company advertised as regular packets this year the Dr. Franklin and Senator, while the opposition line ran the Dr. Franklin No. 2 for the St. Louis and St. Paul trade, and the Highland Mary, and later in the season the Yankee, from Galena to the Upper Mississippi ports.

On April 19, 1850, the Highland Mary and the Nominee arrived in St. Paul opening up the navigation for that year. The latter boat was new and had been added by the Packet Company to their fleet, and was to compete with the Dr. Franklin No. 2 for the St. Louis trade. In the spring and summer there was a great freshet caused by extreme heavy snows and long continued warm rains. The Mississippi commenced rising about April 1 and continued most of the month. The water subsided somewhat, but when the regular "June freshet" came on it again carried it up and remained high for several weeks. The Dr. Franklin No. 2, the Anthony Wayne, and the Lamartine went up near St. Anthony Falls during the flood season. During the summer of 1850, the Governor Ramsey commenced regular trips, above the Falls on the Mississippi from St. Anthony to St. Cloud. This steamboat was built at St. Anthony the previous spring by Captain John Rollins. Her machinery came from

Bangor, Maine, to the Territory by the way of New Orleans. She was the first steamboat to navigate the water of the Mississippi above St. Anthony Falls.

The year 1850 noted the advent of steamboats on the Minnesota river; no large vessels had yet disturbed the waters of this stream except in 1842, when a steamboat had made a pleasure excursion to an Indian village, near what is now the site of Shakopee. This excepts the steamboats engaged in the Mississippi River trade, which entered the Minnesota as far as "Land's End," three miles from its mouth. On June 28, 1850, the Anthony Wayne, which had just arrived at St. Paul with a pleasure party from St. Louis, agreed to take all passengers for $225 as far up the Minnesota as navigation was possible. They reached the foot of the rapids near Carver, the captain decided not to continue the passage, turned the steamboat homeward. Emulous of the Wayne's achievement, the Nominee, a rival boat, arranged another excursion July 12, ascended the Minnesota, passing the formidable rapids, placing her shingle three miles higher up the river. The Wayne, not to be outdone, on July 18, with a third excursion party, ascended the river two or three miles below the present city of Mankato. The success of these boats incited the Harris' line to advertise a big excursion on the Yankee, and that steamer reached a point on the Minnesota River, a little above the present village of Judson in Blue Earth County.

In 1851, the steamboat arrivals at Stillwater were generally during the season two each week, as the large immigration and the importation of lumber supplies made it an important shipping point. The following year a line of steamboats between St. Louis and Stillwater and St. Paul was established, touching at the intermediate points. This temporary organization was supplemented by the formation of the Northern Line Packet Company, owning boats of large tonnage and superior passenger accommodations. The opposition Galena lines each purchased a new steamboat, the Galena and Minnesota securing the Ben Campbell; and the Harrises the St. Paul; both of these proved failures in wresting the speed championship from the Nominee. The Harris' line then purchased the West Newton, but she could

not compete successfully with her opponent. Two regular trips were made every week during the season.

The year 1852 opened with a new rival in the field, Captain Louis Robert, with the steamboats Black Hawk and the Greek Slave, became a competitor for the river traffic. Competition became so active that everybody, on the river, from Galena to St. Paul, took sides. Tri-weekly trips commenced. At the close of navigation, it became evident that to end the rate war, the fight must be compromised and the rival interests joined in a new organization. This was done in the winter of 1852-1853, when the Galena and Minnesota Packet Company was reorganized with Captain Orren Smith as president, and J. R. Jones as secretary.

In the winter of 1852-1853, the United States Senate approved the Sioux Treaty of 1851. This increased immigration to Minnesota, and the river towns made earnest appeals to the Packet Company to give their localities friendly and considerate attention. The Nominee headed the list for the number of arrivals at St. Paul this year, having 29 to her credit; Dr. Franklin No. 2 had 28; West Newton, 27; Greek Slave, 18; Black Hawk, 10.

The Packet Company, in 1854, placed two new boats on the river; the Galena and the Royal Arch. During the year Burris and Hartzell, of Point Douglas, shipped 2,000 bushels of wheat. This is the first recorded shipment of this cereal from Minnesota. To celebrate the completion of the Chicago and Rock Island Railroad, Sheffield and Farnham, contractors for the construction, invited 1,200 guests to assemble at Chicago, proceed from that city by rail to Rock Island, there to take steamboats for St. Paul. The steamboats, Golden Era, G. W. Sparhawk, and Lady Franklin, of the Galena and St. Louis Packet Company, and the War Eagle and Galena, of the Galena and Minnesota Packet Company, were detailed to convey the excursionists up the river to St. Paul. They arrived at that city on the morning of June 8, 1854. Among the members of the excursion were Millard Fillmore, ex-President of the United States; John A. Dix, afterwards Governor of New York, also a promi-

nent Union General; George Bancroft, the historian; Edward Bates, President Lincoln's attorney general; Benjamin Silliman, the noted scientist; John P. Jervis, the engineer of the Erie Canal; Samuel J. Tilden, afterwards Governor of New York and Presidential candidate; Moses Kimball, the Boston capitalist; Nathan K. Hall, Postmaster General in President Fillmore's Cabinet; Charles Dana, representing the New York *Tribune;* Samuel Bowles, of the Springfield *Republican;* Alexander Bullock, of the Worcester *Aegis,* afterwards Governor of Massachusetts; Epes Sargent, the author; Amos P. Cummings, representing the New York *Observer,* afterwards Member of Congress; Ellis H. Roberts, of the Utica *Herald,* afterwards United States Treasurer for a number of years; and Catherine M. Sedgwick, the authoress; besides many other wealthy and learned personages of the East. It was a gala day for St. Paul, and the guests by horse, mule and every kind of vehicle that could be utilized, were taken to view the beauties of St. Anthony Falls.

The St. Paul *Democrat,* under date of October 22, 1854, states that "Six steamboats arrived yesterday and landed 600 passengers."

The year 1855 was very prosperous for steamboat enterprises. Navigation opened by the arrival on April 17 of the War Eagle, belonging to the Galena and Minnesota Packet Company. The other boats of the Packet Company in commission this year were the Galena, Golden Era, Lady Franklin, Greek Slave, City Belle, Royal Arch, and Alhambra. Dividends were declared by the Company amounting to $100,000. The War Eagle, which cost $20,000, cleared $44,000 alone, and the City Belle, costing $11,000, cleared $30,000. In this year boat commenced running from Dubuque to St. Paul, owing to the completion of the Illinois Central Railroad to Dunleith, which was opposite Dubuque on the Mississippi River. The first steamboat on this line was the Fanny Harris, commanded by Captain Jones Worden. This led to the organization of the Dubuque and St. Paul Packet Company. The Falls City also made her appearance on the river, this boat, which was twenty-seven feet beam, was built by several citizens of St. Anthony Falls, to demonstrate

that that point was the head of navigation of the Mississippi. It was a very low water season for most of the year and immigration being in full tide, nearly every light draft and stern wheel boat on the Ohio and Mississippi Rivers came to St. Paul. The number of arrivals from Galena was 300; from St. Louis and the Ohio 120; and from the Minnesota River 143.

The latter river, owing to the great rush of settlers, into the Minnesota Valley, had developed considerable transportation. The steamer Excelsior, in the summer of 1851, had conveyed the treaty commissioners, their attendants and supplies to Traverse des Sioux, and later the Benjamin Franklin, No. 1, ascended the river with a load of St. Paul's excursionists to witness the progress of the famous treaty. In the fall the Uncle Toby conveyed to Traverse des Sioux, the first load of Indian goods under the new treaty.

The springing up of embryo towns in the Minnesota Valley stimulated steamboat transportation, and during the early season of 1852, the steamboat Tiger made three trips to Mankato. The midsummer rains having restored the navigable condition of the river, the Black Hawk was chartered in July for three trips to Mankato. She also made during the season two trips to Babcock's Landing, opposite the present site of St. Peter, and one to Traverse des Sioux. The Jenny Lind and Enterprise were also engaged in the traffic.

Navigation was opened on the Minnesota in 1853 by the new boat, the Greek Slave; the Clarion, also new, entered the trade this year. The Minnesota River trade was increased by the establishing on its upper waters, of the Sioux Indian Agencies at Yellow Medicine and Redwood, and also by the erection of Fort Ridgely. The troops and supplies for the Fort were transported by the West Newton, Tiger and Clarion. The river remained navigable all summer and there were forty-nine arrivals at St. Paul.

The winter of 1853-1854 was mild and open; the river broke up early without the usual freshet. Owing to the success of the prior season, the boatmen had great expectations. They were, however, doomed to disappointment. Captain Samuel

Humbertson, who owned the stern wheel steamboat Clarion, had sold it and purchased a fine new boat, 170 feet long with thirty-eight staterooms, which he called the Minnesota Belle. May 3, with a large load of immigrants and freight, he started up the Minnesota. His new boat failed to climb the Little Rapids, near Carver, and he had to abandon the trip. A rainfall a few days later swelled the river, and enabled the Black Hawk to reach Traverse des Sioux. The Iola and Montello, during the summer, ran fairly regular trips between Little Rapids and Traverse des Sioux supplementing the Black Hawk, Humbolt and other boats plying below the rapids. In 1853 barges, propelled by a crew of men with poles, first became common on the river.

The snowfall in the winter of 1854-1855 was again light consequently the Minnesota continued low during the following spring. The Globe, a new boat belonging to Louis Robert, was the first steamer this season to leave St. Paul for Minnesota River points. She made a trip in October loaded with the Sioux annuities consisting of goods and $90,000 in gold. She struck on a rock within two miles of her landing, and the merchandise being placed on the banks of the river, the dry grass was carelessly ignited by the Indians and the merchandise with fifty kegs of powder, destroyed.

In 1856, the St. Croix lake and river passenger and freight traffic was inaugurated by the advent of the complete little steamer Eolian, the first regular boat to enter the trade between Prescott, Stillwater and Taylor's Falls. The H. S. Allen, Enterprise, The Pioneer, Wyman X and others afterwards engaged in this trade. On the opening of this packet line most of the larger boats, plying between St. Louis and St. Paul reshipped their passengers and freight at Prescott for the St. Croix Valley. Several down river boats and two packets for the St. Croix left Stillwater daily.

In the season of 1856 the Northern Belle was added to the Galena, Dunleith and Minnesota Packet Company's fleet. She was 226 feet in length and twenty-nine feet beam, beautifully furnished, and of light draught. The Dubuque and St. Paul Packet Company had the following steamboats in commission,

viz.: Fanny Harris, Excelsior, Kate Cassel, Flora and Wyandotte.

Owing to a good fall of snow in the winter of 1855-1856, there was an abundant supply of water in the Minnesota the next spring. The navigation season opened April 10, the stern wheel packet, Renville, leaving St. Paul on that date. Regular trips were made this year by several boats to Fort Ridgely and the Lower Sioux Agency and some ascended to the Upper Sioux Agency, at the mouth of the Yellow Medicine River. The Time and Tide was a new boat on the river this year, commanded by Captain Louis Robert. On a time table issued the distance from St. Paul to Yellow Medicine, is shown to be 446 miles. Often the sonorous voice of the captain of this steamboat would be heard, when ready to leave a landing, saying "All aboard! Time and Tide waits for no man" then with a sly twinkle in his eye resume "And only a few moments for a woman."

The total trips recorded in 1856 on the Minnesota River is 207; and the number of arrivals at St. Paul from all points everywhere was 759.

In 1857 navigation opened May 1, the latest date ever known up to this time. The first arrival from the down river ports was the Galena, on May 4, however, there were eighteen steamboats at St. Paul, and a few days afterwards twenty-four, the largest number ever seen at one time at the levee. There was great activity in steamboating, and the Galena, Dunleith and Minnesota Packet Company, realizing that more new boats would be necessary to control the trade, had contracted, in the fall of 1856, for the building of the Grey Eagle, Milwaukee, and Northern Light. The Dubuque and Minnesota Packet Company built the Itasca and Key City. These boats averaged about 240 feet long with a thirty-five foot beam, and a tonnage measurement of 350 to 400 tons. No better boats were ever built for the Upper Mississippi trade. The appearance of these five new steamboats on the river (each company having supposed that it was the only one that would have new boats) put a damper on the outlook for the coming season's business; which resulted in consolidation of the two companies and a re-organization of the Galena Company

under the name of the Galena, Dubuque, Dunleith and Minnesota Packet Company.

On the completion of the Milwaukee and Prairie du Chien railroad to Prairie du Chien, two lines of steamboats were established, one to connect with the railroad for St. Paul. To this line the packets Milwaukee, Itasca and Ocean Wave were assigned; the Grey Eagle, Northern Light, Key City, War Eagle, Galena, City Belle, Granite State, Golden Era, Golden State, Fanny Harris and the Alhambra were engaged in the Galena, Dubuque and Dunleith line. These boats made a double daily line from Galena, etc., some of them being special passenger and mail packets and others for freight.

The St. Louis and St. Paul steamboat men decided to divide the time, with the Galena, Dubuque, Dunleith and Minnesota Packet Company, so as to establish a regular line to St. Paul. Prominent in this line were the following steamboats: Canada, W. L. Ewing, Denmark, Metropolitan, Minnesota Belle, Pembina, Northerner, Lucy May and Aunt Letty.

The Minnesota River trade was unusually brisk this season, owing to a good stage of water. Two new boats entered this year, the Frank Steele, a side wheel packet, owned by Captain W. F. Davidson, and the Jeannette Robert, a large stern wheel packet, owned by Captain Louis Robert. The total trips made during the season was 292, of which the Antelope made 105. There were more boats on the Mississippi River above St. Louis, plying to and from St. Paul during this season, than any time before or since. Navigation closed November 14; the number of days was 198, the number of boats recorded for the year, 99; and the number of arrivals, 965.

Navigation opened earlier in 1858 than any former season—March 25. The whole number of boats engaged in the trade was sixty-two and number of arrivals 1,090. The last boat arrived November 16, the number of days of navigation having been 236.

The winter of 1857-1858 proved very mild, and the Minensota River broke up unusually early and was kept in good navigable condition during the season. The Freighter was the

only new boat to engage in the trade this year. There were 179 arrivals at Mankato from points above as well as below, the former, though, did not exceed twenty-five or thirty. The total number of trips was 394, the Antelope again heading the list with 201 to her credit.

The year 1859 opened with three railroads to the Mississippi: The Illinois Central, Milwaukee and Prairie du Chien, and the Milwaukee and La Crosse. The Galena, Dubuque, Dunleith and Minnesota Packet Company ran a line of boats from the terminus of each railroad to St. Paul. The Northern Line Packet Company operated their line of boats from St. Louis to St. Paul. There was only one new boat that entered the Minnesota trade this year, the Favorite, a side wheel packet of good size, built by Captain W. F. Davidson expressly for the trade.

The important event in river navigation in 1859 was the attempt of Captain John B. Davis to cross his boat, the Freighter, from the Minnesota to Big Stone Lake and thence to the Red River of the North. This feat he attempted in the latter part of June, but found too little water on the divide and left his steamboat in drydock near the Dakota line, himself and crew returning home in a canoe. The Freighter was a small, flat-bottomed, square-bowed boat. The Indians pillaged her of everything but her hull; which for twenty or thirty years remained visible half buried in the sand of the prairie about eight miles below Big Stone Lake.

In the summer of the same year, Anson Northup promoted by an offer of the Chamber of Commerce of St. Paul of $1,000, to have a boat ready to navigate the waters of the Red River of the North the following spring ascended the Mississippi River from St. Cloud to within three miles of Pokegama Falls. The boat selected for the enterprise was the North Star of 100 feet length, twenty wide and of light draught. In the fall of the year it was laid up at the mouth of the Crow Wing River. The boat was then taken to pieces and removed by thirty-four teams and sixty men overland to Lafayette on the Red River of the North, a distance of 156 miles, where it was reconstructed and launched and taken to Fort Garry, now Winnipeg, Manitoba, and

sold to J. C. Burbank. Its name was changed to the Anson Northup; it was the first steamer to navigate the waters of the Red River of the North. It was commanded that year by Captain Edwin Bell. His description in Vol. X of the Minnesota Historical Socety Collections, of the first steamboat trip on the Red River of the North is graphic and entertaining. It had on board two families, the first pioneer families coming through the United States to Fort Garry, all others had previously come by way of Hudson's Bay. Boulders in the river had to be removed, also a dam was built on account of low water, and the crew and passengers were threatened with starvation, owing to the length of time consumed in the passage which caused a scarcity of provisions. The boat finally reached Fort Garry, which at this time consisted of only three houses, and was laid up for the winter. Captain Bell and the crew returned by ox train to St. Paul.

In the year 1860 commenced the decline of steamboat traffic on the Mississippi. The Milwaukee and La Crosse railroad had passed into the hands of a receiver, and those in control having been refused an interest in the Galena, Dubuque, Dunleith and Minnesota Packet Company, with which line the railroad company had a contract for passengers and freight for the Upper Mississippi ports, overtures were made to Captain W. F. Davidson, who organized the La Crosse and Minnesota Packet Company with five steamboats in commission and the passengers and freight were transferred to this line. This led to bringing an action in the courts by the Galena, Dubuque, Dunleith and Minnesota Packet Company for the restoration of the contract, and a rate war resulted. Passage from points above La Crosse to Milwaukee and Chicago was reduced to $3.50 and the rate for grain to four cents a bushel, while all freight from Milwaukee and Chicago to points above La Crosse was carried free on the Packet Company's boats. The fare was soon made one dollar. This made the stockholders and bondholders call upon the court to inquire into the management of the road, with the result that the business was restored to the Packet Company.

The Hawkeye State and the Sucker State were new boats this season in the Northern Line Company's steamers from St. Louis to St. Paul, and though they were the best class of steamboats ever ran in the trade of the upper river, yet owing to the demoralization caused by the men in charge of the Milwaukee and La Crosse railroad, the season was unprofitable.

The navigation on the Minnesota in 1860, owing to the low water, was mostly confined to the little Antelope, in her trips to Shakopee and Chaska. Of 250 arrivals at St. Paul she had to her credit 198. The new boat Albany, of very light draught, also the Eolian, which had been raised from the bottom of Lake Pepin, where she had lain since the spring of 1858, and the Little Dorrit were put into the trade instead of the Frank Steele, the Time and Tide and the Favorite, which came up as far as St. Peter for a trip or two. The Jeannette Robert managed to get up as far as Mankato a few times, and during a small freshet in July, made one trip to the Sioux Agency.

The years 1861-1862 saw many changes in the personnel of the old Galena and Minnesota Packet Company. Captain D. S. Harris, having sunk the Grey Eagle at the Rock Island Bridge, on May 9, 1861, the steamer and cargo being a total loss, disposed of his stock. J. R. Jones and Henry Corwith removed to Chicago and Captain Russell Blakeley, having become interested in Red River of the North transportation, removed to St. Paul, this found in the spring of 1862 B. M. Campbell and Nathan Corwith as the principal owners of the company. They, in coalition with Captain W. F. Davidson, organized a new company in which the Galena and Minnesota Packet Company owned one half of the stock. They forthwith disposed of the stock and Captain Davidson became the owner of all the steamboats of the old line. This led, owing to the construction of ralroads, to a consolidation, in 1864, of the La Crosse and Minnesota Packet Company by which name the new company was known, with the Northern Line and the St. Louis and Keokuk Packet under the name of the Northwestern Union Packet Company. This gave Captain Davidson the controlling interest in all the business on the river above St. Louis, and this line controlled the general

trade until 1874. Then a large number of the stockholders of the Northwestern Union Packet Company becoming dissatisfied with the management, applied to the courts for a receiver. This compelled Captain Davidson to fight for his property. This took so long that the boats and barges were worn out before he again got possession. This, with the cost of litigation, ruined the business. Captain Davidson's health was broken, and the remnants of what had been a grand industry, building up the commerce of the Northwest, was destroyed.

The remnants of the Northwestern Union Packet Company, familiarly known as the "White Collar Line" from the white band painted around the upper part of the smokestacks, and the Keokuk Packet Company, which continued until 1882, when the St. Louis and St. Paul Packet Company was organized. This Company was in successful operation in 1888 employing three steamboats. Their only competitor was the Diamond Jo line established in 1867, under the supervision of Jo Reynolds whose fleet of six steamboats had been reduced to three. There are now but few transient boats on the river. At the present day (1907) the steamboat whistle is only heard at St. Paul, to announce the arrival or departure of a moonlight excursion, or a steamer that plies between St. Paul and nearby river points; and the Diamond Jo line running a weekly boat between St. Paul and St. Louis.

The steamboat traffic on the Minnesota opened in 1861 with a big flood. The river was the highest it had been since 1821. In April, the Jeannette Robert ascended farther up the river by two miles, than any steamboat had ever done before, and might have easily accomplished what the Freighter attempted and failed to do in 1859. The Minnesota Packet Company put two first class boats, the City Belle and Fanny Harris, into the river to compete with the Davidson and Robert lines. From this time there was a gradual reduction in river traffic. In 1866 the St. Paul and Sioux City railroad reached Belle Plaine, and connections were there made with boats for points higher up the river. In October, 1868, Mankato was reached, and in 1871 the Northwestern railway reached New Ulm, which practically ended the navigation of the Minnesota river.

The Osceola, a small boat, ascended the Minnesota as far as Redwood once in 1872, twice in 1873 and once in 1874, the water having been low and navigation difficult. In 1876, owing to high water in the spring, the Ida Fulton, and Wyman X came up the river; and ten years later one trip was made by the Alvira. For another ten years no steamboat was seen on the Minnesota, until taking advantage of a freshet in April, 1897, Captain E. W. Durant of Stillwater ran his boat, the Henrietta, a stern-wheel vessel 170 feet long with forty state-rooms, on an excursion to Henderson, St. Peter and Mankato.

NAVIGATION ON LAKE SUPERIOR.

The earliest sailing vessel on Lake Superior of which there is any record, was the schooner Algonquin, which became known to the people at the head of the lake about 1855, having been brought from the lower lakes across the portage at Sault Ste. Marie. She sailed on Lake Superior for a number of years and was destroyed by a fire at Superior in the fall of 1858. The next boat owned at the head of the lake, was a small propeller, the Seneca, that ran across the bays between Duluth and Superior, and to Fond du Lac as late as 1861. These were followed by other schooners, excursion and ferry boats. The early steamboats plying on Lake Superior, as far as the head of the lake, before the completion of the Sault Ste. Marie canal, were the side-wheel steamers Indiapoline, Sam Weed and Baltimore, later the schooner-rigged propeller Independence, the propellers Napoleon and Manhattan. Then after the Sault canal was opened, regular trips from Chicago and other lower lake ports to Superior were made during seasons of navigation. Contrast this with 1896, when the official total of vessels passing through the "Soo" canal was 18,615 with a registered tonnage of 17,000,000. More than 8,820 of these vessels were for Minnesota ports. Every year the trade expands. In July, 1888, appeared the first of that remarkable class of vessels known as the "whalebacks." In 1893 appeared the enormous steel steamship, the "Northwest," which with her sister ship, the "Northland," launched the following

year, run during the season regular trips between Buffalo and Duluth in competition with the Red Anchor line, established over thirty years, owned by the Pennsylvania Railroad System, whose new boats, the Tienestia and the Juniata are models of elegance and appointments.

The growth of the lake trade is simply unparalled in the history of transportation. The big "400 footers" can carry the products of a hundred farms. The steam monsters of the Bessemer Steamship Company have a capacity of 7,000 gross or long tons. The head of inland navigation starts with Minnesota. Among the components of its volume, ore stands first, grain second, lumber third, and then comes general merchandise.

In the seven months season of 1907, Duluth led all lake ports in tonnage of freight in incoming vessels. In the bureau of statistics reports, Duluth is credited with total arrivals of 1,503 vessels, representing a tonnage of 3,856,004. The port next in order was Chicago with 3,721 vessels and a tonnage of 3,675,853. Milwaukee reported 2,763 vessels of 3,642,328 tons. The fourth in order was Buffalo with 1,143 vessels, representing a tonnage of 2,914,007. Superior with 1,179 vessels of 2,903,-188 tons; and Cleveland with 1,800 vessels of 2,882,581 tons are the only other ports, whose arrivals aggregate more than 2,000,000 tons during the season stated.

There has been, at different times, agitation to connect the waters of Lake Superior with the Mississippi River by constructing a canal from Taylor's Falls to Duluth, using the Upper St. Croix and the St. Louis Rivers as far as the same can be made navigable. Congress has been memorialized, the States of the Northwest have been importuned to unite and build at their own expense, this canal free from tolls or charges, and to remain a public highway connecting the waters of Lake Superior with the Gulf of Mexico.

Governor L. F. Hubbard, in 1885, called a Waterways Convention to meet at St. Paul. This convention was attended by a thousand delegates, principally from States bordering on the Mississippi River, Florida, Kansas, Nebraska and the Territories of Dakota and Montana. Various schemes of internal improve-

ments were introduced, but each was in the interests of the particular section the delegate represented. Though resolutions were adopted asking Congress to lend aid and assistance to these various projects but little was ever accomplished.

Chapter XXV.

THE RAILROAD ERA.

THE advent of railways is one of the heralds of advancing civilization. Speedy transit, bringing the utmost limits in touch with the common center, tends to the concentration of thought which develops commerce, wealth and intelligence to their highest excellence. At the time of the organization of Minnesota as a Territory; there were over 7,000 miles of railroads in operation in the United States. It was not, however, until three years later that there was a continuous rail route connecting Chicago with the markets of the East.

It is a difficult matter to establish, the date of the first agitation of the subject of railroad building within the boundaries of the State. In 1847, according to General James H. Baker's "History of Transportation in Minnesota," Historical Collections Volume IX, p. 24, Professor Increase A. Lapham, then a noted Wisconsin civil engineer, outlined a plan of two railroads, one from Lake Superior, the other from St. Paul, which were to meet on the Red River of the North, below where Fergus Falls, now is; he made a map and carefully studied the country. James M. Goodhue, the first editor in the Territory in 1850, in an editorial entitled "A short Route to Oregon and California," gave a prophetic vision of the Northern Pacific Railway.

There were many railroad companies chartered by the Territorial Legislature. The first bill, however, to incorporate a railroad corporation was introduced by J. W. Selby, then a farmer, residing in St. Paul, and afterwards prominent in that city's interests and affairs. In the Legislature of 1852 (of which he was

a member) Mr. Selby introduced a bill to incorporate the Lake Superior and Mississippi River Railroad Company. This bill passed the House, but was defeated in the Council. The Legislature, however, memorialized Congress to provide for a survey and location of a line of railroad from St. Paul to Milwaukee, asking that a liberal donation of public lands be granted the corporation undertaking the project.

Governor Ramsey, in his message to the Legislature in 1853, states that a railroad of 100 miles, of easy and cheap construction would connect the navigable waters of the Mississippi River, with the Red River of the North, and another 100 miles connect the Mississippi with Lake Superior. He further said that a railroad, the Louisiana and Minnesota was already in contemplation, which would unite the waters of the Gulf of Mexico and the Atlantic Ocean with Minnesota; and that a railroad was also projected from St. Paul to Green Bay, Wisconsin, which would bring Minnesota within ten hours travel of Lake Michigan. He advocated that Government help should be extended to those projected roads, especially to the Louisiana and Minnesota railroad.

A bill, for the incorporation of the Mississippi and Lake Superior Railroad Company, was presented in the Council of 1853 by George W. Farrington, of St. Paul. The road was to run from some convenient point in the town of St. Paul, to some convenient point at or near the Falls of the St. Louis River. The capital stock was $3,000,000, and could be increased to $5,000,000. The bill was approved by the Governor, March 5, 1853.

This was essentially a wild cat Legislature. Every prominent citizen of the Territory appears as an incorporator in some corporation. It was a self-evident fact that the day would come when Minnesota would be traversed by railroad lines, and the disposition of her citizens seemed to be to secure a franchise that some time in the future would be worth a monetary consideration to capitalists, who would have financial ability to carry the project to a successful termination.

The most ambitious effort of the Legislature of 1853, was the incorporation of the Lake Superior, Puget Sound and Paci-

fic Railroad Company with a capital of $50,000,000. Its starting point was to be at the head of Lake Superior and its terminus some point on the Pacific Ocean, that the corporation should find most available. Amongst its incorporators are the names of Abbot Lawrence, of Boston; Moses H. Grinnell and Simeon Draper, of New York; Julius White of Chicago; Charles C. Trowbridge, of Detroit; Levi Blossom of Milwaukee; James D. Doty of Menasha, and others.

The Minnesota and Western Railroad Company, another ambitious project, was also incorporated; it also had franchises from Illinois and Wisconsin, and its plan was to build a road from Chicago to the Pacific by way of Janesville and St. Paul to the Columbia River. The incorporators claimed, in 1853 to have the road under contract for building to Janesville, and it was soon to be surveyed to St. Paul. Its capitalization was $2,000,000 and according to its incorporation act in Minnesota; it was run from some point on Lake St. Croix or the St. Croix River to the towns of St. Paul and St. Anthony, thence across the Mississippi River, by the most feasible route to the western boundary of the Territory, with a branch to a point to be selected on the Red River of the North, and another to the St. Louis River. This company was to have six years in which to complete the line from St. Croix Lake or St. Croix River to St. Paul. The act was amended by several Legislatures, until 1871 when the name was changed to the Minneapolis and St. Louis.

The Louisiana and Minnesota Railroad Company was also incorporated with a capital stock of $4,000,000, with the privilege of increasing to $5,000,000. The starting point was the town of St. Paul, and the line was then to proceed to the northern boundary line of Iowa, there to connect with projected roads in that State. The St. Paul and St. Anthony Company, with a capital of $400,000, was to construct a road from St. Paul to St. Anthony. It is needless to say, that there was not a foot of rail laid by any of these ambitious projects.

In the Legislature of 1854, the indefatigable Joseph R. Brown introduced a bill to incorporate, the Minnesota and

Northwestern Railroad Company. It was passed at midnight on the last day of the session, and contrary to expectation Governor Gorman signed it. The route designated was from some point on Lake Superior, by way of St. Paul to the Iowa line in the direction of Dubuque.

June 29, 1854, Congress passed an act to aid the Territory of Minnesota in the construction of a railroad, from the southern line of said Territory commencing at a point between townships range 9 and 17; thence by the way of St. Paul, by the most practical route to the eastern line of said Territory in the direction of Lake Superior. The act granted every alternate section of land six sections in width designated by odd numbers on both sides of said road.

As will be seen, the proposed route of the Minnesota and Northwestern Railroad Company was identical with that mentioned in the land grant. It was well known to several members of the National House of Representatives, that extraordinary privileges had been granted to that company by the Territorial Legislature, and to avoid the grant inuring to any special company the following proviso was inserted:

"And be it further enacted; That the said lands hereby granted to the said Territory, shall be subject to the disposal of any future Legislature, thereof for the purposes aforesaid and no other. Nor shall they inure to the benefit of any company hereafter to be instituted or organized."

It was on July 24, 1854, that Elihu B. Washburne, of Illinois rose to a question of privilege. He said the House on June 29, had passed a bill granting lands to Minnesota to aid in the construction of a railroad; that a material alteration had been made in that bill since its engrossment. Minnesota had chartered a company with most extraordinary powers, granting it all the lands which had been or should thereafter be granted by Congress, to aid that Territory in the construction of a railroad.

The House, to avoid the unfair provision of the Territorial charter in giving all the lands for a particular road, had added a proviso; that said lands shall be subject to a disposition of any

future legislation, for the purpose aforesaid and had added this provision with regard to their disposition. "Nor shall they inure to the benefit of any company hereafter to be constituted or organized."

This was the framing of the bill, so as to prevent the company then incorporated from receiving the benefit of the grant. The first alteration was striking out the word "future" in regard to the disposition of the lands by a Legislature, which change he believed was made by the committee. The second alteration was made, he charged, after the bill was engrossed, the word "and" was substituted for "or" so that the restriction read "constituted and organized company." This company, he claimed, being constituted "and" organized expected to hold these lands under the bill and hence the object of the change.

Representative Stevens, of Michigan, a member of the Committee on Public Lands, arose and made a personal statement. The Minnesota Land Bill, when it was sent to the committee, was referred to him for his individual action. The word "future" had been struck out while in his hands and the alteration of the word "or" to "and," he thought proper should be made and he supposed it had been made. The bill passed the House, and while in the Senate his attention was called to the fact, that the alteration had not been made and on consultation with John W. Forney, then clerk of the House of Representatives, and Senator Patton, who had charge of the bill in the Senate, the alteration was made. The bill was, however, repealed and a resolution was offered expelling Colonel Forney, was lost by a large majority.

The Minnesota and Northwestern Railroad Company contended, they had complied with the provisions of the Congressional act and Congress had no right to repeal the bill. To make a test case, suit was brought by the United States Government in the United States District Court against the Railroad Company, for the value of five hundred trees that had been cut by them from the grant. The case was decided in favor of the company.

The act provided that any lands granted to aid in the construction of a railroad between the points named, should be and thereby granted to said company in fee simple, without further act or deed. The Governor of the Territory was directed to execute and deliver conveyances of land granted, whenever the railroad company certified to the construction of twenty miles of road. No such provision ever appeared in later grants.

An appeal was taken to the United States Supreme Court, and in December, 1861, the action of Congress was sustained upon the ground; that the granting act provided that no title to granted lands should vest in the Territory, until the continuous length of twenty miles of road had been completed, and as no title had passed to the Territory nor any road been built at the time of the forfeiture, Congress was competent to repeal the act.

Governor Gorman in his message in 1855 stated, that there was opposition to the act of the preceding Legislature endowing the Minnesota and Northwestern Railroad Company; "with powers most extraordinary and dangerous to the future welfare and security of the people." The charter requirements to deposit $150,000 in the Territorial treasury, as evidences of good faith had not been complied with by the incorporators. In fact the opposition to the company even extended to Congress. The House of Representatives, by a resolution declared the charter of the company null and void; but the Senate failed to approve of this action. The failure to annul the charter was the cause of great rejoicings by the friends of the railroad company at St. Paul. An act to amend the incorporation of the Minnesota and Northwestern Railroad Company having passed the Legislature was vetoed by Governor Gorman, but was re-passed by a two-thirds vote, thereby becoming a law.

At the next session of the Legislature in 1856, the momentous question was still the Minnesota and Northwestern Railroad Company, which came before that body with a petition for an extension of time to complete their contracts. On the last night of the session the request was granted, and much to the surprise of the public was approved by the Governor. In his message an-

nouncing his approval he said that though the bill was satisfactory as far as the resulting interest was concerned, yet there were not such guards as in his judgment should be thrown around so important an interest as was involved in the company's charter. He stated that in conjunction with others, he had succeeded in procuring a tax of two per cent upon the gross proceeds, receipts, and income of the road, which, if the road was ever built, would be an important event to tax payers. If, on the other hand, the company did not construct the road, nothing can be lost to the people. He confessed he has no confidence in the incorporators' assurances that they will build the road, nor did the ends resorted to by them meet with his approval.

The Legislature of 1855, incorporated the Minneapolis and St. Cloud Railroad Company, to build a railroad from Minneapolis to St. Cloud, also a main line by the way of Mille Lacs from St. Paul in the direction of Lake Superior. It is upon this charter, which has been kept alive by various Territorial and State Legislative acts, that the Great Northern now operates in Minnesota.

There were not less than twenty-seven railroad companies authorized and chartered by the Legislature from 1853 to 1857, but there was no life in any of them. On March 3, 1857, Congress granted to the Territory, lands amounting to 4,500,000 acres for the construction of a system of railways. This Government grant only stimulated the promoters and speculators of visionary lines of railway. Minnesota was at this time, like her sister States that had preceded her to pass through, in the development of her internal improvements, a chaos of broken promises, contracts and pledges.

The rumors and news of railroad building in the East frequently appeared in the public press. The *Minnesotian,* in December, 1853, had just heard of "sleeping cars in which one may rest as comfortably as anywhere," and still there was not a yard of railroad within two hundred miles of Minnesota. The Chicago and Rock Island railroad was finished to the Mississippi River in the spring of 1854. In the fall of 1857 the Milwaukee

and Prairie du Chien railroad was completed, and in the spring of the following year the La Crosse and Milwaukee reached La Crosse.

This advance of the iron horse, naturally stimulated the desire on the part of the Legislature, to advance railroad building within the Territorial boundaries. The magnificent grant of Congressional lands caused the Governor in 1857, to call an extra session of the Legislature, as many railroads corporations had been organized to build roads and desired large grants of land to help in their construction.

An act was approved May 22, 1857, creating four railroad corporations, and granting to them alternate sections designated by odd numbers, six miles in width on each side of the roads and their branches.

These four railroad corporations, viz. The Minnesota and Pacific, the Transit, the Root Valley and Southern Minnesota and the Minneapolis and Cedar Valley, became known as the Land Grant Railroad Companies. They were to pay three per cent of their gross earnings in lieu of all taxes and assessments, and the lands granted by Congress were to be exempt from all taxation until sold and conveyanced by the companies. The corporations were generally given ten years to construct their respective roads.

The Transit Railroad Company had been first chartered March 3, 1855, with a capital of $5,000,000, and the route designated for it by the act of May 22, 1857, was from Winona via St. Peter to a feasible point on the Big Sioux River, south of the forty-fifth parallel of north latitude, also from this terminus to any point on the Missouri River south of the same parallel of latitude.

The Root River Valley and Southern Minnesota Railroad Company was originally chartered March 2, 1855, with a capital stock of $5,000,000. By the original act, it was to be constructed from the village of Hokah westward by the most feasible route to some point between the southern line of the Territory, and a point between township line 110 and 111, crossing the Minnesota River: Thence westward to the most fea-

sible route to the Great Bend of the Missouri River. With privileges of branches from Hokah, via Target Lake to Eagle Bluff; alo another from Hokah to Brownsville and a third from some point on the main line east of range twelve west of Mower, Freeborn, and Faribault to the west line of the Territory. Under the new act the starting point was made La Crescent instead of Hokah, thence by Target Lake up the valley of the Root River to Rochester to a point of junction with the Transit Railroad. It was also authorized to construct a railroad from St. Paul and St. Anthony, via Minneapolis to Shakopee, thence via Belle Plain, Le Sueur, Traverse des Sioux, St. Peter, Kasota, Mankato, and South Bend, to the southern boundary of the Territory in the direction of the Big Sioux River; also build its Brownsville branch from Hokah. By an act of the Legislature in 1857, the name of this road was changed to the Southern Minnesota Railroad Company.

The Minneapolis and Cedar Valley Railroad Company was incorporated March 1, 1856, with a capital stock of $3,000,000, to construct a railroad from Minneapolis, to a point of junction with the Root River Valley and Southern Minnesota Railroad in Dakota County, from one to six miles from Mendota, and thence in a southerly direction via Faribault, through the valley of the Straight River to the southern boundary line of the Territory. They were also to have the right to build at any time a line from the Mendota Junction to St. Paul; also a like road to Hastings.

The Minnesota and Pacific Railroad Company was to construct a railroad from Stillwater by the way of St. Paul, St. Anthony and Minneapolis, to the town of Breckenridge, on the Sioux Wood River; with a branch from St. Anthony to St. Cloud, via Crow Wing, to St. Vincent, near the mouth of the Pembina River.

This company was also empowered to locate, construct and operate a railroad from Winona up the valley of the Mississippi to St. Paul, and to extend its line of railroad from its terminal point between Big Stone Lake and the mouth of the Sioux Wood River, to any point on the Missouri River north of the fifty-fifth

parallel of north latitude. The company was organized under special act of the Legislature, approved May 22, 1857. Its capital stock was fixed at $5,000,000; but it had the power to increase it, to cover the full cost of its extension; it was not, however, to consolidate with any railroad company owned or operated outside of the State, without the consent of the Legislature.

The financial embarrassments of 1857 retarded the progress of railroad building; and it also became evident that the parties who had obtained the railway charters mentioned, had neither the money or credit to complete these great highways of internal improvements. The Legislature, in the winter of 1858, listening to the demands of necessity and the siren voices of the railroad corporations, submitted an amendment of the Constitution to the people providing that the public credit be granted to the railroad companies to the amount of $5,000,000. This occasioned much uneasiness among the most prudent of the citizens of the State; and though public meetings were held denouncing the measure, it was, however, on the appointed day of a special election, April 15, 1858, carried by a large majority, there being 25,023 in favor, to 6,733 against the amendment. The measure afterward became known as the Five Million Loan Bill.

The State bonds were of $1,000 denomination, had twenty-five years to run with interest at seven per cent, the railroad companies to pay the interest, and were to be delivered to the incorporators of the companies, when ten miles of the road was graded and ready for the superstructure. Governor Sibley being called upon by the incorporators for the issuance of the State bonds, refused to issue and deliver them unless the companies would give first mortgage bonds, with priority of lien upon their lands, roads, and franchises in favor of the State.

The Minnesota and Pacific Railroad Company thereupon applied to the Supreme Court, for a mandamus to compel the Governor to issue the State's bonds. A majority of the court decided the Governor's ruling was erroneous, and that the State had placed herself by her own act, on a footing with the other holders of first mortgage bonds and could claim no exclusive priority.

The majority of the Court held to this opinion, but Judge Flandrau, vigorously dissented. The Governor, though he doubted the jurisdiction of the Supreme Court in the case, issued the State bonds to the railroad corporations. The Governor was then, and subsequently severely criticized for yielding the executive authority to another branch of the State Government.

The promoters and contractors having received money help in addition to their land grants, began throwing dirt, completing the superstructure; but not an effort was made to lay a foot of iron rail or bridge any of the watercourses; consequently, in a very short space of time, there were hillocks of dirt scattered along the line of the railways, not, however, being always continuous, and the people waited in vain for the solution of the rapid transit queston.

There were issued of these State bonds to the Minnesota and Pacific Railroad Company $600,000, to the Minneapolis and Cedar Valley Railroad Company $600,000, to the Transit Railroad Company $500,000, and to the Southern Railroad Company $575,000; a total of $2,275,000. The Minnesota and Pacific Railroad Company graded ready for superstructure, 62 miles, 3,213 feet of roadbed; the Transit Railroad Company 50 miles; the Minneapolis and Cedar Valley Company 69½ miles; the Southern Minnesota on it main line up the Minnesota River 37½ miles on its Root River branch 20 miles and 1,004 feet.

On account of the financial depression of the times which made it impossible for the incorporators to dispose of these bonds to good advantage, also the general financial distress and depreciation of commerce and business, and the scant and widely scattered population of the State, which would materially lessen the traffic revenues of the railroads, the companies failed to pay the interest on the bonds and work upon all lines was suspended. The incorporators were not wholly to blame for this turn of affairs. The issuance of the bonds had led to a political controversy, which in turn led to violent agitation. Public meetings were held denouncing the bonds, and newspapers insisting they should not be paid were mailed to the financial centers of the country.

The disagreement between the Executive of the State and the railroad incorporators in regard to the issuance of the State bonds, was the first blow to their market value. The State bonds, under the original construction, were eagerly sought for at par; after the decision of the Supreme Court, they were regarded with suspicion. Governor Sibley, to aid the railroad companies to negotiate the bonds, personally visited New York City, spending several weeks, but owing partially to the mischevious efforts, as he stated, of a portion of the citizens of the State, through the instrumentality of the press and private letters, every attempt to negotiate the bonds was defeated.

The consequence was that the railroad incorporators, who had exhausted their individual means, were unable to find a market for the bonds. The act of the Legislature granting the financial aid to the railroad companies was also loosely drawn, and the interests of the people were not sufficiently protected. The issuance of the bonds instead of being made on the construction of the superstructure, should have been made on the completion and operation of certain miles of the road. The people were eager for the railroads, therefore the conditions prescribed by the Legislature were lenient and liberal, in order to comply with the popular clamor and demands.

On the assembling of the Legislature of 1860, the interest on the State bonds having been defaulted, an amendment to the constitution was adopted and submitted to the people expunging the section sanctioned and approved by them, April, 15, 1858, reserving only the State's rights. The electors of the State, at the general election on November 6, 1860, with unanimity by a vote of 27,023 to 733 approved of the amendment. The first era in the history of railroad building in Minnesota was closed by the State's enforcing its liens and becoming the owner of all franchises lands and roadbeds of the defunct companies. Railroad matters lay dormant for nearly two years when the second advent of internal improvements commenced by the State making new grants of the old franchises and lands to other corporations.

Chapter XXVI.

DEVELOPMENT OF THE RAILROAD SYSTEM.

ST. PAUL, MINNEAPOLIS AND MANITOBA RAILWAY COMPANY.

THE first company to get the benefit of the new enactment were parties who had been interested in the Minnesota and Pacific Railroad Company, which re-appeared under the name of the St. Paul and Pacific Railroad Company. Among the incorporators were Edmund Rice, R. R. Nelson, E. A. C. Hatch, J. E. Thompson, and William Lee. In the act incorporating the company, there was a proviso made by the State, that certain portions of the road should be completed by specified dates.

The incorporators, on March 11, 1862, entered into a contract with Elias F. Drake, Valentine Winters and another gentleman, citizens of Ohio, to construct the first section of the road from St. Paul to St. Anthony. This contract which amounted to $120,000 in gold bonds, bearing eight percent interest, and titles to land aggregating 76,800 acres, under its provision, included not only the completing of the grade, the laying of the track, but the equipment which was to consist of two locomotives, several freight and passengers cars.

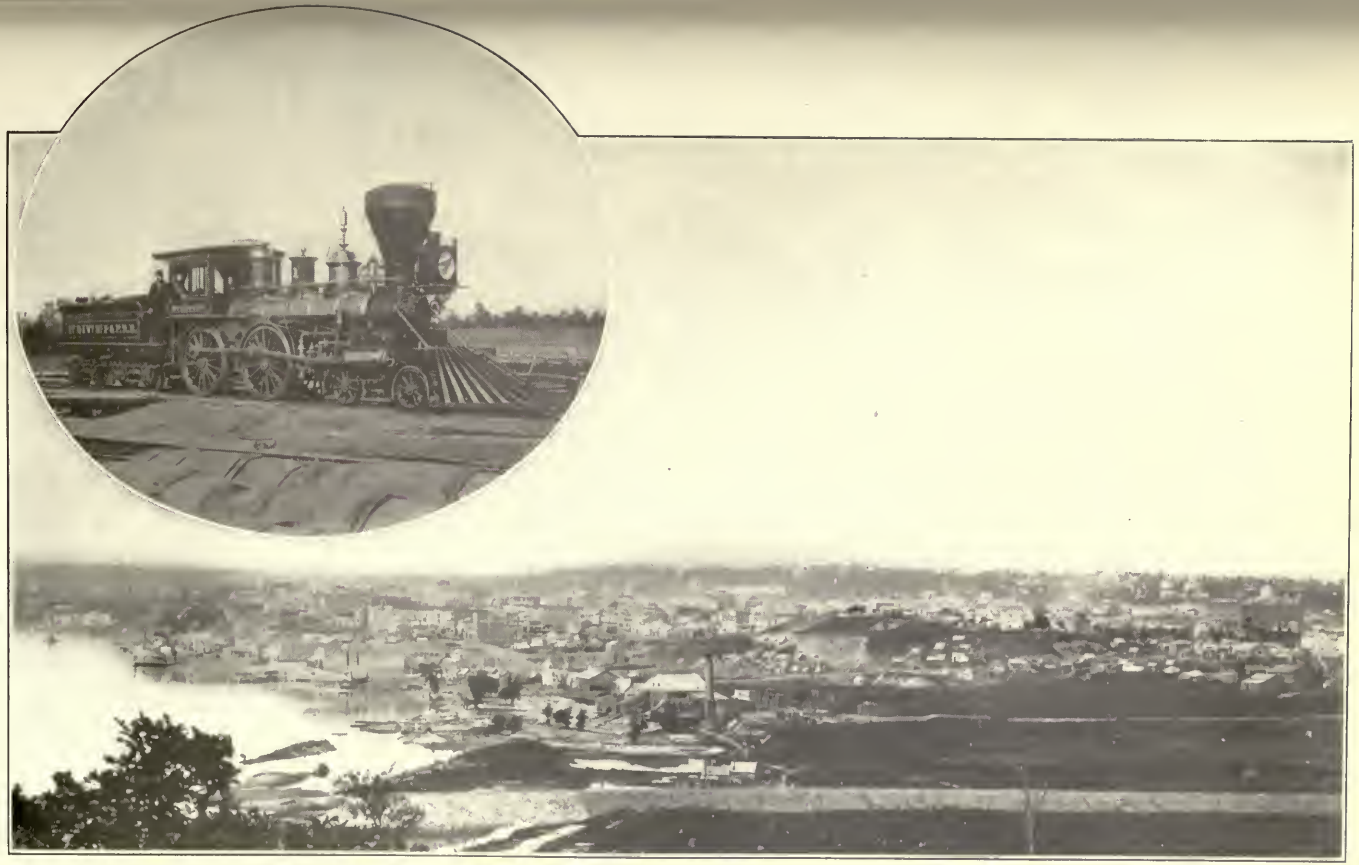
It was on June 22, 1862, that the first locomotive in Minnesota with a train of cars left St. Paul for St. Anthony. The locomotives were of twenty-five tons, wood burners, and named William Crooks in honor of the first chief engineer of the road, and Edmund Rice the first president. In the summer of 1862,

Mr. Rice visited London, England, for the purpose of negotiating bonds for the new railroad corporation. His visit to the money mart of the world was at a most inopportune time. American securities were a drug in the market, the Nation was in the throes of a Civil War, and there were many pronounced enemies of the North in England at this time. With the zeal and courage of a Northwestern pioneer, these difficulties were overcome by Mr. Rice; he returned to Minnesota with English gold and credit to prosecute the railroad building of his adopted State.

Slowly but steadily the St. Paul and Pacific Company laid its rails to the Red River of the North. In 1864 the road was completed to Elk River, thirty-four miles from St. Paul. In that year the railroad corporation was divided into two companies. The line from St. Paul to Breckenridge called the "First Division" was under the presidency of George L. Becker, the other portions of the road, which included the proposed lines from St. Cloud to St. Vincent and from St. Paul to Winona, remained under the presidency of Edmund Rice. In 1866 a branch line was completed to St. Cloud seventy-four miles from St. Paul. On the main line in 1867 the road was completed, to Wayzota, twenty-five miles, in 1869 to Willmar, one hundred four miles; in 1870 to Benson one hundred thirty-four miles; and in October, 1871, to Breckenridge on the Red River of the North, two hundred seventeen miles from St. Paul.

In the meantime, the original charter of the Minnesota and Pacific Railroad Company authorized a line from St. Paul to Winona. On March 6, 1863, a grant of swamp lands was made to it by the State. The city of St. Paul, subsequently gave a bonus of $50,000, the first in the State. Active operations were commenced to build the road in 1864, Edmund Rice again visiting London for English capital, also Washington for enlargement of the land grants, and was successful in both undertakings.

In 1867, the directors of the St. Paul and Pacific Railroad Company resolved to call the road from St. Paul to Winona, the



First Locomotive Run in Minnesota. William Crooks.

ST. PAUL IN 1861 FROM DAYTON'S BLUFF.
Showing First Completed Railroad in Minnesota.

St. Paul and Chicago Railroad Company. It construction progressed steadily until in 1872, when it was completed to La Crescent; and through eastern trains commenced running to Winona in September of that year. Thus, we see that the Red River of the North, was at last in direct communication by a continuous rail route with Chicago, and the Eastern marts of trade; the markets of the world were open to the Garden of Minnesota.

After the formation of the First Division Company, the St. Paul and Pacific Railway suspended any extension of its lines until 1869, when it resumed the work of location. In 1872, the lines from Sauk Rapids to Brainerd and from St. Cloud and St. Vincent were put under construction, the latter being completed from St. Cloud to Melrose, thirty-five and from Crookston to Glyndon, eighty-four miles. The St. Cloud and St. Vincent branch was leased to the First Division for ninety-nine years, and thus virtually again became one organization.

At the time of this prosperity occurred the financial panic of 1873, and the St. Paul and Pacific Railroad Company became involved in a difficulty with its bondholders. The court appointed Jessie P. Farley, of Dubuque, Iowa, receiver for its unfinished lines. This receivership continued six years, when, by a change of scene, there was to appear a figure that has had more influence with the railroad transportation of the State than any other person. Away back when Minnesota was a Territory, sometime during the year 1856, there came, from a hamlet in Canada, to St. Paul a young man seeking his fortune. He was at this time about eighteen years of age, he had left his Canadian home for the reason that agricultural affairs were at a low ebb, and he saw in the future no chance for an advancement of his prospects. He was naturally attracted to Minnesota on account of the similarity of its climate to his birthplace; therefore did not fear the rigors of its winters, or the prospect of privations to be met and overcome. This was the entrance, one bright day in the summer of 1856, of James J. Hill into the history of Minnesota. It is not within the scope of this work to detail the early struggles of the future railroad king of the Northwest; he simply met them with the

firmness of purpose and determination to win success, which was and always has been a predominate trait in his character. His connection with the St. Paul and Pacific Railway commenced in 1865, when he was employed as local agent at St. Paul. After the road became bankrupt, he attempted for several years to organize a company to take it out of the hands of the receiver. But to his optimistic views of the Northwest his St. Paul friends would not listen; finally he turned his attention to his native land, and whether he was endowed with Aladdin's wonderful lamp, or whether it was his personal magnetism, he succeeded in 1879 in forming a syndicate consisting of himself, George Stephens, (afterwards Lord Mount Stephens) Donald Smith (afterwards Lord Strathcona and Mount Royal) and his old associate in the Red River Transportation Company, Norman W. Kittson.

The bonds outstanding of the two divisions of the St. Paul and Pacific Railway amounted to over $25,000,000. These bonds were largely held in Holland, and the syndicate in the early part of 1879 had acquired by purchase all the bonds and stock, the former depreciating to about four cents on the dollar. The syndicate built a piece of railroad from Breckenridge, the western terminus of the main line, to Barnesville, the southern terminus of the completed portion of the St. Paul and Pacific line, which gave a much shorter and direct route to Fisher's Landing, the receiver having in 1873 taken several miles of track north of Crookston and built to that point.

Foreclosure decrees were entered against the company in June, 1879, and the St. Paul, Minneapolis and Manitoba Railway Company formed with a capital stock of $15,000,000, and $16,000,000 of first mortgage bonds were issued, there being at this time 675 miles of completed railroad.

The next two years the system was extended by the building of 334. 51 miles, and in 1881 James J. Hill, who had been general manager of the company, became its vice-president. In 1883, extensions were built amounting to 318.11 miles, and George Stephens resigning as president, Mr. Hill was elected to fill the vacancy. From 1883 to 1889, the mileage was extended

1,448.95 miles, the equipment of the road being increased in accordance with the demand occasioned by these extensions. The lines of the company were leased on February 1, 1890, for 999 years to the Great Northern Railway Company. The terms of rental were the payment of all interests on the company's bond, all taxes and assessments and one and half per cent quarterly dividend on its capital stock.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY COMPANY.

The Minnesota Valley Railroad Company was organized under an act of the Legislature approved March 4, 1864, which granted to that Company all the lands, interests, rights, powers and privileges granted to the Southern Minnesota Railroad Company by the Land Grand Act of Congress.

The said act granted to the State six sections of land per mile of the railroad as a bonus, and this with an additional act of Congress granting four additional sections per mile, were by an act of Legislature approved March 2, 1865, transferred to the Minnesota Valley Railroad Company. The authorized capital stock was $500,000 of which $473,000 was at once subscribed and paid in.

The first board of directors and principal stockholders were: H. H. Sibley, Russell Blakeley, R. H. Hawthorne, George Culver, W. F. Davidson, E. F. Drake, H. M. Rice, J. L. Merriam, Horace Thompson, Franklin Steele, J. E. Thompson, J. C. Burbank, T. A. Harrison, John Farrington, W. D. Washburn, and C. H. Bigelow.

In 1865, the road was located and construction commenced between Mendota and Shakopee, some work was done on the roadbed by the Southern Minnesota Railroad Company in 1858. The road was open for traffic between Mendota and Shakopee November 16, 1865, and the following year six miles was built eastward from Mendota to West St. Paul. Belle Plaine was reached November 19, 1866, Lake Crystal in 1869 and St. James, 122 miles from St. Paul, in 1870.

In 1865, the Sioux City and St. Paul Railroad Company had been organized in Iowa, at the instance of the incorporators of the Minnesota Valley Railroad Company, to construct a railroad from Sioux City to the south line of Minnesota, between the Big Sioux River and the West Forks of the Des Moines River. On April 7, 1869, the name of the Minnesota Valley Railroad Company was changed to the St. Paul and Sioux City Railroad Company, the latter Company having a capital stock of $2,400,000. In 1871, a contract was made with the Sioux City and St. Paul Railroad Company to complete the following year, the road from St. James to LeMars, Iowa, where connection was made with the Iowa Falls and Sioux City railroad for Sioux City.

Meantime, in 1869, the St. Paul and Sioux City Railroad Company and the Minnesota Central Railroad Company, (since absorbed by the Chicago, Milwaukee and St. Paul Railroad Company) joined in the construction of a bridge over the Mississippi River. The line was from Pickerel Lake (two miles east of Mendota) to and over said bridge, to the site of the present Union Depot in St. Paul.

To meet the West Wisconsin Railroad, which completed in 1871 a line to Hudson, Wisconsin, the St. Paul, Stillwater and Taylor's Falls Railroad Company was organized, the incorporators being mainly parties interested in the St. Paul and Sioux City Railroad Company, to construct a road from St. Paul to Stillwater thence to Hudson.

The financial troubles from 1873 to 1875; also unfriendly legislation, apparently growing out of the Granger movement, retarded railway extension, so that not a mile of railroad was built in Minnesota during those three years.

In 1876, the Worthington and Sioux Falls Railroad Company was organized by the St. Paul and Sioux City people, and was built from Sioux Falls Junction to Luverne in that year. It was extended to Beaver Creek in 1877 and to Sioux Falls, Dakota, in 1878, being the first railroad to reach that point. In 1879, a branch road was built from Luverne to Doon, Iowa; the Pipestone branch was built from Heron Lake

to Woodstock, later extended to Pipestone; a branch was built from Lake Crystal to Blue Earth City and the following year continued to Elmore. These branches with the main line and extensions made in 1880, gave the St. Paul and Sioux City Railroad Company nearly 700 miles of connected railroads.

In 1879, a reorganization took place and the Company's shops were removed from Shakopee to St. Paul. It becoming apparent that closer and permanent connection via St. Paul, with Milwaukee and Chicago and with Lake Superior was necessary. Suggestions were made and considered for the purchase of, or merging with the properties of the West Wisconsin and North Wisconsin railroads. What was finally done was to sell a majority of the St. Paul and Sioux City stock to a syndicate headed by H. H. Porter, of Chicago, and composed of the principal owners of the Wisconsin properties. This was followed, May 25, 1880, by a general re-organization and consolidation of all properties under the name of the Chicago, St. Paul, Minneapolis and Omaha Railway Company.

In December, 1882, the management of the company was placed under the control of the Chicago and Northwestern Railway Company. It operates 436.08 miles of road in the State, and has a total mileage of 1,697.57 miles.

ST. PAUL AND DULUTH RAILROAD COMPANY.

In the spring of 1857, Lyman Dayton, Henry A. Swift and other citizens of Minnesota, New York City and Detroit, Michigan, incorporated the Nebraska and Lake Superior Railroad Company. The line was to run from some point near Lake Superior, to a point somewhere near Nebraska; also to extend to a point somewhere near the Pacific Ocean. The panic of 1857 killed all budding hopes for the railroad; but in 1861, James Smith, Jr., a St. Paul attorney, then a member of the State Senate, succeeded in having the Legislature pass an act amending the original act and changing the name of the railroad to the Lake Superior and Mississippi Railroad Company, also granting the new company 693,000 acres of swamp lands to aid in the con-

struction of the road. The city of St. Paul voted the new company $250,000, and St. Louis County afterwards gave $150,000. The corporation was organized in 1863 and Lyman Dayton was elected president. The next year, Mr. Smith and William L. Banning went to Washington and succeeded in obtaining a Government grant of 990,000 acres. The death of President Dayton occurred in 1865 and William L. Banning became his successor.

Even with the valuable land grants obtained, estimated to be worth $8,000,000, Eastern capitalists refused to invest in the stock or bonds of the corporation, and stipulated that before so doing the St. Paul parties should, at their own expense, grade thirty miles of the road. To accomplish this undertaking James Smith, Jr., William L. Banning, Robert A. Smith, Parker Paine, and William Branch advanced the needed capital and the road was graded to Wyoming. This was completed August 27, 1867, and in the summer of the following year, a party of Philadelphia capitalists having viewed the road expressed a willingness to invest their capital. Stock amounting to $5,000,000, and bonds aggregating $4,500,000 were issued and disposed of. Before the close of 1868, the thirty miles of graded road was ironed and the first locomotive, W. L. Banning, was purchased. In 1869, the road was extended seventy-seven miles and on August 10, 1870, Duluth was reached. The first cost of building the road being $7,700,000.

Soon after the Lake Superior and Mississippi reached its terminus a half interest in the line from Thomson Junction (North Pacific Junction) to Duluth was granted to the Northern Pacific Railroad Company. The Stillwater and St. Paul railroad was completed December 9, 1870, extending from White Bear to Stillwater. It was leased to the Lake Superior and Mississippi Railroad Company, for ninety-nine years at an annual rental of $20,000.

The Minneapolis and Duluth railroad was opened April, 1871, from White Bear to East Minneapolis and was also leased to the Lake Superior and Mississippi road. In May, 1872, the Northern Pacific Railroad Company, by a ninety-nine year lease,

acquired control of the Lake Superior and Mississippi road. This lease was terminated in 1874 when the Northern Pacific Railroad Company failed to perform its conditions. The Lake Superior and Mississippi Railroad Company, itself, in 1875, defaulted the interest on its bonds and May 1, 1877, the property was foreclosed. It was bid in for the benefit of the bondholders and a reorganization was consummated June 27, 1877, under the name of the St. Paul and Duluth Railroad Company.

In 1874, the branch from White Bear to Minneapolis was acquired by the Minneapolis and Duluth Railroad Company. In 1880, in connection with that company, the St. Paul and Duluth built jointly a branch from Wyoming to Taylor's Falls, known as the Taylor's Falls and Lake Superior Railroad. In 1881, the St. Paul and Duluth leased the Minneapolis and Duluth, and in 1883 acquired full control of the Taylor's Falls and Lake Superior railroad. In 1886, a cut-off with much better grades and more favorable roadbed was secured, by the construction of the Duluth Short Line from Thomson Junction (Northern Pacific Junction) to West Superior. The main road and its branches, aggregating about 250 miles, was acquired by purchase May 31, 1900, by the Northern Pacific Railway Company,

CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY COMPANY.

In the Territorial days, the Minneapolis and Valley Railroad Company had graded for a superstructure from Mendota towards Faribault. In 1864, Mendota again became, as soon as navigation opened, an active railroad center. The Minnesota Central Railroad Company was incorporated by the Legislature in 1864, to follow the same route of construction as originally laid out for the Minnesota and Cedar Valley Railroad. In 1865, Faribault was reached and while the Minnesota Central was building towards the southern boundary line of the State, the McGregor and Western Railroad Company was constructing a line through Iowa towards the northern boundary line of that State. In August, 1864, the first locomotive arrived at Mendota,

it was of the old hook pattern and was named the Washington; it was subsequently changed to the link motor type and re-christened James Waters in honor of the master mechanic of the road. The road was extended around Fort Snelling to Minneapolis in 1865.

In the meantime a railroad had been opened from Milwaukee to Waukesha, Wisconsin, February 25, 1851, twenty miles in length, and was known by the name of the Milwaukee and Mississippi railroad. It was the first link, in the present great railway system of the Chicago, Milwaukee and St. Paul Railway Company from Lake Michigan to the Mississippi River. The original corporation was absorbed by the Milwaukee and St. Paul Railroad Company and on February 7, 1874, the company's present title was adopted. The road reached Prairie du Chien on the Mississippi River in 1857, from there a line was opened to McGregor, and thence absorbing the McGregor and Western railroad and the Minnesota Central to Owatonna, Faribault and St. Paul. Work was commenced simultaneously in 1867, at McGregor and Minneapolis and both branches were united at Rose Creek, near Austin. This was the first railroad to connect St. Paul and the East. The river division of the St. Paul and Chicago Railroad was also acquired in 1872 by this corporation, and in 1874 a branch was completed from Mankato to Wells, thirty-eight miles long. Control of the Hastings and Dakota and the Southern Minnesota was also obtained. This railroad system of twenty miles, in 1851, had expanded to a total mileage, in 1906, of 7,043.54 miles, of which 1,205.63 was located in Minnesota.

CHICAGO AND NORTHWESTERN RAILWAY COMPANY.

The Winona and St. Peter Railroad Company, an outgrowth of the Transit Line, was organized March 10, 1862, and completed its road from Winona to Rochester in 1864. Waconia was reached in 1867; Janesville in 1870; St. Peter in 1871; New Ulm in 1872; and the western boundary of the state in 1874. The Winona, Mankato and New Ulm Railroad Company was

organized in 1870 and a railroad was built from New Ulm to Mankato, and afterwards acquired by the Winona and St. Peter.

In 1867, the Chicago and Northwestern Railway Company became interested in the Winona and St. Peter and in 1870, the Mississippi River was bridged at Winona. The earliest part of the Chicago and Northwestern system was known as the Galena and Chicago Union Railroad Company, incorporated under the laws of Illinois January 16, 1836. The real beginning of the Northwestern under its present name was when the Legislature of Wisconsin, on April 10, 1861, authorized it to construct a railroad from Fond du Lac to the Menominee River. In October, 1864, the Peninsular Railroad was acquired, thus securing the trade of the Upper Peninsula of Michigan. Its early interest in Minnesota railroad properties has already been stated. It acquired by purchase under date of June 7, 1900, the Winona and St. Peter; on June 8, 1900, the Minnesota and Iowa; and on July 16, 1902, the Minnesota Western Railway Companies. The system operates a total mileage of 7,452.58 miles of which 650.30 are located in Minnesota. This does not include the mileage of the Chicago, St. Paul, Minneapolis and Omaha Railway Company, which is under its management.

MINNEAPOLIS AND ST. LOUIS RAILWAY COMPANY.

The original Minneapolis and St. Louis Railway Company was created March 3, 1853, by an act of Legislature and named the Minnesota Western Railroad Company. By authority of the Legislature in 1870, if changed its name to the Minneapolis and St. Louis Railway Company. The next year, the Minneapolis and Duluth Railroad Company was organized by certain stockholders of the Minneapolis and St. Louis Railroad Company.

The Minnesota and Iowa Southern, and the Fort Dodge and Fort Ridgely Railroad Companies were incorporated under the general laws of Iowa, and these companies, April 20, 1881, were consolidated with the Minneapolis and St. Louis Railway Company, and the Minneapolis and Duluth Railway Company into one company by the name of the Minneapolis and St. Louis

Railway Company. The latter company, on June 25, 1888, went into the hands of a receiver. Its property was sold under a decree of foreclosure, and on October 11, 1894, the Minneapolis and St. Louis Railroad Company was organized, which consisted of the Minnesota lines. In order to preserve the corporate rights in the several States, the Iowa lines were conveyed to a committee, who, on January 18, 1895, organized a corporation, known as the Minneapolis and St. Louis Railroad and Telegraph Company of Iowa, which was formally consolidated with the Minneapolis and St. Louis Railroad Company, February 1, 1895. The total miles operated by the road by leases and trackage rights is 799.27. Of this there is located in Minnesota 379.47 miles, being their main line from Minneapolis to the Iowa boundary line; also branches from Hopkins to the South Dakota State line, from Manitou Junction to Tonka Bay, and from Winthrop to the Iowa northern boundary line. It also operates under trackage rights the Northern Pacific line from St. Paul to Minneapolis.

NORTHERN PACIFIC RAILWAY COMPANY.

From the first introduction of railroads into the United States, visionary dreams were indulged in of the building of trans-continental lines from the Atlantic to the Pacific Ocean. As early as 1834, one Dr. S. B. Barlow, of Granville, Massachusetts, commenced writing articles to the papers on the subject. Ten years later, Asa Whitney by addresses to State Legislatures, public meetings and memorializing Congress, constantly kept the subject before the public. The discovery of gold in California, the rapid increase of population and wealth west of the Rocky Mountains, also the desire of the older States to establish closer connections, during the Civil War, with these outlying communities, caused Congress in 1862, to authorize the construction of a railroad to the Pacific Ocean.

Previous to this a trans-continental route was strongly advocated by Senator Breese, of Illinois, also by men of distinction in both in and out of Congress; but the plan first took tangible shape in a bill introduced, by Senator Benton of Mis-

souri, February 7, 1849. In March, 17, 1853, an act was passed providing for surveys, by a corps of topographical engineers, of the proposed routes particularly of a northern, southern and middle one, with a view to determining which offered the most advantageous route for the construction of a railroad. These surveys resulted in the decision, that the enterprise could be carried through upon either one of the routes adopted; but owing to the rivalry existing at that time between the Northern and Southern States, nothing further was done by Congress until the war had removed this obstacle.

Isaac N. Stevens, the first Territorial Governor of Washington, made an exploration of a northern route and in 1857 the Legislature of that Territory incorporated the Northern Pacific Railroad Company. In 1862, when a bill was pending in Congress giving subsidies to the Central Pacific and Union Pacific Railroad Companies, Senator Wilkinson, of Minnesota, tacked on a few millions by giving $25,000,000 to the Northern Pacific Railroad Company, with six sections of land in Minnesota and ten sections beyond the boundaries of the State; also naming parties to form a company. All these preliminary matters came to naught.

There was, however, in Massachusetts, a citizen named Josiah Perham, an enthusiastic believer in the welding of the two sections of the country together with iron rails. He was wedded to a middle route, but being discarded by the promoters of that line, turned his attention to the Northern Pacific route. He obtained a charter in Maine for the incorporation of the People's Pacific Railroad Company, with a capital stock of $100,000,000 divided into shares of $100 each, to be paid for by $10 down, the balance in installments. The people, however, failed to subscribe and when Congress, in 1864, chartered and subsidized the Northern Pacific Railroad Company to construct a railroad from Lake Superior to Puget Sound, with a branch via the Columbia River, to Portland, Oregon, though there were attempts at Boston to organize a company every effort to secure means to promote the work failed. The land grant bill subsidizing the Northern Pacific railroad contained a provision that

the stock could be subscribed for, but no bonds could be issued; this latter clause was afterwards abrogated.

It was not until the spring of 1870, when a charter having been obtained from the Legislature of Wisconsin, under the name of the Superior and St. Croix Railroad Company, that exploring and surveying companies were sent out and work actually commenced. Jay Cooke & Co., Philadelphia bankers, who had successfully floated the Government funds during the Civil War, became the fiscal agents for the company. Work was commenced on February 15, 1870, near Thomson Junction (now Northern Pacific Junction) and on September 2, 1871, the road was completed to Moorhead on the Red River of the North, a distance of two hundred and thirty miles from Duluth.

Then came the panic of 1873, the failure of Jay Cooke & Co. retarding any further progress, the road having been extended to Bismarck, Dakota Territory, four hundred and twenty-five miles from Duluth, and at its western terminus had been completed from Klamath to Tacoma, a distance of one hundred and five miles.

The road finally, in 1877, went into the hands of a receiver, but in 1881 a syndicate, headed by Henry Villard, was organized and acquired control of the Northern Pacific Railroad in order to connect that line with the roads of the Oregon Railway and Navigation Company, and prevent its extension into Washington and Oregon as a competing line. Owing to this combination the western treminus, Puget Sound, to avoid the difficult section across the Cascade Range was changed; the Pacific section following the Columbia River down to Portland, Oregon.

September 23, 1883, the last spike was driven, in the valley of the Hellgate River, near the summit of the Rockies, and the first northern continental highway was completed. The financial reverses of 1883 frustrated Mr. Villard's schemes for consolidating the Northern Pacific and Oregon lines, and he lost for a time the control of all these interests. Notwithstanding the failure of the consolidation plans the road prospered continuously. In May, 1889, the company made an important operating contract with the Wisconsin Central Railway, giving it a route to Mil-

waukee and Chicago, also the magnificent terminals of that road in Chicago. In 1900 the St. Paul and Duluth was acquired by purchase.

As early as 1877, the branch line from Brainerd was extended towards Sauk Rapids and was finally completed to St. Paul, and from Little Falls to Staples. Also branches were built from Little Falls to Morris, from Wadena Junction to North Dakota State line, from Winnipeg Junction to North Dakota State line, from Fertile to Carthage, besides shorter branches and spur lines. The total mileage operated as main line, under leases, or contracts, branches, spurs, and trackage rights, aggregated in 1906, 5,793.59 of which 1,047.34 miles are located in Minnesota.

LATER DEVELOPMENTS OF THE RAILWAY SYSTEM.

There were in 1880, 3,099.32 miles of constructed railroads in Minnesota, of these the St. Paul, Minneapolis and Manitoba controlled the former St. Paul and Pacific branch line of 75.75 miles; the former St. Paul and Pacific line of 254.60 miles; the former St. Vincent extension of 319.62 miles; the Crookston and Grand Forks branch of 24.56 miles, the Breckenridge and Barnesville branch of 54.24 miles, making a total of 726.77 miles.

The Chicago, Milwaukee and St. Paul controlled the Iowa and Minnesota Division, 147.52 miles; the Southern Minnesota, 297.25 miles; Hastings and Dakota, 202.44 miles; the River Division, 140.77 miles; Chicago, Clinton, Dubuque and Minneapolis, 25 miles; Central of Minnesota, 40 miles; Minnesota Midland, 59 miles; Caledonia, Mississippi and Western, 58.71 miles, a total of 970.69 miles.

The Chicago, St. Paul, Minneapolis and Omaha controlled the St. Paul, St. James, etc., 164.77 miles; St. James and Sioux City, 66.25 miles; St. Paul, Stillwater and Taylor's Falls, 26.03 miles; Worthington, Sioux Falls, etc., 52.53 miles; Minnesota and Black Hills, 44 miles, a total of 353.58 miles.

The Winona and St. Peter controlled its main line of 288.50 miles; a branch to Plainview of 15.01 miles; a branch to Chat-

field of 11.46 miles; Minnesota Valley of 24.40 miles; Rochester and Northern Minnesota of 24.48 miles; Chicago and Dakota, 46.38 miles; the Winona, Mankato and New Ulm of 3.75 miles, a total of 413.98 miles.

The St. Paul and Duluth had in operation 162 miles; the Stillwater and Duluth 13 miles; the Northern Pacific on its main line 229.50 miles and its Brainerd branch 60.50 miles, a total of 290 miles; the Minneapolis and Duluth 15 miles; the Minneapolis and St. Louis, 121.50 miles; Taylor's Falls and Lake Superior, 20.30 miles, and the Burlington, Cedar Rapids and Northern, 12.50 miles.

Thus after a lapse of not quite a score of years since the first locomotive wheel was turned, Minnesota had a railway traversing her area that compared favorably with some of the systems of the older States. This had been accomplished not only by the generous aid extended the railroad corporations by bonuses and subsidies furnished by counties, cities and towns along their various routes, but by liberal land grants from the Federal and State governments.

On December 31, 1877, the railroad corporations had certified to the receipt of the following acres: The First Division of the St. Paul and Pacific 1,134,938.37 acres of a possible grant of 1,313,960.96; the branch line of the St. Paul and Pacific, 408,030.65 acres from a possible grant of 425,756 acres; the St. Vincent branch of the same railroad, 753,347.62 acres from a possible grant of 780.347.62 acres.

The Minnesota Central had received its full grant of 173,546.11 acres; so had the Winona and St. Peter grant of 1,678,804.47 acres been fully certified to as being received by that company.

The St. Paul and Sioux City Railroad Company had received 1,088,815.32 acres of their grants amounting to 1,158,-350.41 acres; the St. Paul and Duluth of the 1,686,400 acres granted to them had certified to the receipt of 827,918.89 acres, besides they had received additional State aid of 694,400 acres of which 593,704.26 acres had been transferred to the company. Of the Southern Minnesota grants of 551,988.10 from

the Federal Government the company had reecived 338,358.59 acres also the State aid of 35,042.29 acres of swamp land had come into their possession.

Of the Hastings and Dakota grant of 169,790.81 acres but 24,958.94 acres had been ecrtified as being received by the company. The Northern Pacific Railroad Company of their grant of 2,918,400 acres, had received 1,083,052.85 acres; the St. Paul, Stillwater and Taylor's Falls Railroad Company had received their entire grant of 44,246.27 acres; the Duluth and Iron Rrange Railroad had acquired their State aid of 422,400 acres of swamp land.

Of the Stillwater and St. Paul grant of 80,938.82 the company had received 65,113.64 acres; the St. Paul and Chicago had received 398,986.55 acres of their State grant of swamp lands of 461,440 acres. The total amount received by the different railroad corporations was 9,071,264.82 acres, the aggregate possibility of the land grants was 12,595,755.99 acres.

GREAT NORTHERN RAILWAY COMPANY.

Of the present system of railroads the most important as a Minnesota corporation is the Great Northern Railway Company. The first record of this corporation, appears on the journal of the directors' meeting of the Minneapolis and St. Cloud Railroad Company on September 16, 1889, when it was voted to change the name to the Great Northern Railway Company, and two days later a copy of this resolution was filed in the office of the Secretary of State. In addition to its own line, this company has promoted the construction of extensions through the agency of subsidiary railway companies.

The Eastern Railway Company was organized August 13, 1887, having for its foundation the incorporating act of the Minneapolis and St. Cloud Railroad Company granted by the Legislature of 1856 and by subsequent acts and amendments which gave it the right to connect with the Lake Superior and Mississippi, the Winona and St. Peter, or any other railroad in

Southern Minnesota. In 1888, the Eastern Railway Company consolidated with the Lake Superior and South Western Railway Company, a Wisconsin corporation, and extended the road from Deer River to Fosston and by connection with the Great Northern brought Lake Superior and the Red River Valley in closer railroad connection. The Eastern Railway Company purchased in 1899, the Duluth, Mississippi and Northern railroad of fifty miles, and built the "Coon Creek Cut-Off" of fifty-six and one-half miles, which shortened the distance from St. Paul to Duluth twenty-five miles. In 1898, it built a new road of twenty-eight miles from Nemadji Junction, Wisconsin, to Cloquet. It also controls the Duluth Terminal Railway Company. The St. Paul, Minneapolis and Manitoba Railway Company own the entire stock of the corporation. Its total mileage is 501.46 miles of which 469.05 are located in Minnesota. The road is operated under a ninety-nine year lease, dated May 1, 1902, by the Great Northern Railway Company, which agrees to pay the interest on its $9,000,000 funded debt, six per cent annually on its $16,000,000 capital stock, also all taxes and assessments upon property. The total number of stockholders is stated to be six.

The Willmar and Sioux Falls Railway Company was organized March 5, 1886, to construct a railroad from Willmar to Sioux Falls, Dakota Territory (now South Dakota). It operates 436.73 miles by its main line, branches, leased lines, etc., of which 133.91 are located in Minnesota. The entire stock of the company is owned by the Great Northern Railway Company.

When the Great Northern Railway Company took control of the properties of the St. Paul, Minneapolis and Manitoba Railway Company, the eastern terminus of the road was Duluth and Superior on Lake Superior and St. Paul and Minneapolis on the Mississippi River, its western terminus was Butte, Montana, branches were operated through Southwestern Minnesota and Eastern South Dakota and Northern Minnesota. The road occupied the fertile Red River Valley and stretched its way to the international boundary line at a half dozen points. Soon after the leasing of the properties of the St. Paul, Minneapolis and Manitoba Railway Company to the Great Northern, Rail-

way Company, work was undertaken to extend the system through to the Pacific Coast. The building of this railway, through long stretches of uninhabitable plains interspersed with lofty mountains and wide rivers, was accomplished without the help of the Government land grants. In 1893, the waters of the Pacific, in Puget Sound, were reached and another trans-continental route was established. From this point palatial steamships transport the passengers and freight to the Oriental markets, returning with products of that land.

The Park Rapids and Leech Lake Railway Company was organized October 5, 1897, with a capital of $500,000 to construct a railroad from Park Rapids to Cass Lake, 49.04 miles in length; it was leased May, 1899, to the Great Northern Railway Company.

The Minnesota and Great Northern Railway Company was organized April 1, 1904, to build a railroad from Thief River Falls to Greenbush, having a total mileage of 41.09 miles. Under a contract taking effect November 28, 1904, it is operated by the Great Northern Railway Company. The total mileage operated by the Great Northern system is 5,183.11 miles of which 1,902.09 miles are located in Minnesota.

OTHER RAILROAD CORPORATIONS.

The Canadian Northern Railway Company operates 43.70 miles of road in the State, from the international boundary line west of The Lake of the Woods. This is operated under a ninety-nine year lease at a rental of $26,460, given to the Minnesota and Manitoba Railroad Company, which was organized under the laws of Minnesota March 1, 1899, with an authorized capital of $1,000,000 of which $400,000 is issued and outstanding.

The Chicago, Burlington and Quincy Railroad Company reached St. Paul in 1882. It operates by branches and trackage rights in Minnesota 38.45 miles.

The Chicago, Great Western Railway Company, known as the Maple Leaf Route, was organized under the general laws of

Illinois, January 5, 1892, to effect the re-organization of the Chicago, St. Paul and Kansas City Railway Company, which was an Iowa corporation and had absorbed the Minnesota and Northwestern. The early construction of this route was commenced in 1884, when one hundred and ten miles were built from Minneapolis to the Iowa State line, connecting at Lyle in that State with the Illinois Central railroad. The next year, a junction was made with the Iowa Central railroad at Manley Junction, Iowa. In 1887, the lines from Hayfield to Dubuque, Iowa, and from Chicago to South Freeport, Illinois, were completed. The next year the missing link between Dubuque and South Freeport was finished, thus completing the line from Minneapolis and St. Paul to Chicago. On August 1, 1887, the first passenger train made the run between Chicago and St. Paul in thirteen and one half hours. This was the inauguration of fast passenger train service in the West.

The Chicago, Great Western Railway Company of its total mileage of 818.36 miles, operated as a main line, branches, trackage rights, etc; the main line from Minneapolis to the Iowa State line and a branch from Eden to Mantorville.

Under an agreement with the Wisconsin, Minnesota and Pacific Railway Company it operates their lines of 271 miles, from Mankato to Red Wing, another from Red Wing to Osage, Iowa, and branches from Winona to Simpson and Claybank Junction to Claybank. The Wisconsin, Minnesota and Pacific Railway Company is a re-organized company incorporated under the laws of Minnesota in April, 1894. It was an outgrowth of the Minnesota Central Railroad Company, originally organized under an act of the Minnesota Legislature, approved May 23, 1857.

Also under another agreement the lines of Mason City and Fort Dodge Railroad Company organized under the Code of Iowa, May 23, 1881. This company owns a total mileage of 27.33 miles in Minnesota from Hayfield to the Iowa State line at Lyle.

The Chicago, Rock Island and Pacific Railway Company organized under the laws of Illinois and Iowa, dates its origin from a special charter granted by the State of Illinois, February 27,

1847, to the Rock Island and La Salle Railroad Company. By purchase this corporation acquired June 15, 1903, the Burlington, Cedar Rapids and Northern Railway Company, operating lines in Southern Minnesota.

The South St. Paul Belt Railway Company was incorporated October 15, 1889, and in June 11, 1903, all its properties were transferred to the Minneapolis and St. Paul Terminal Railway Company, which was organized May 20, 1902, under the name of the St. Paul Terminal and Transfer Company, and by an amendment to its articles of incorporation was allowed to change its name to its new title. The road, property and franchises of the Minneapolis and St. Paul Terminal Railway Company were sold to the Chicago, Rock Island and Pacific Railway Company on March 25, 1904. This system reaches St. Paul by the Chicago, Milwaukee and St. Paul tracks from Comas Junction to Rosemount, and Minneapolis by the same corporation line from Newport. Of its total mileage 6,926.25 miles only 281.95 are operated in Minnesota. These include a main line south of Gordonville to Comas Junction; Rosemount to Newport; Inver Grove to West St. Paul; from Iowa State line east of Ellsworth to the South Dakota line east of Ward; branches from Iowa State line south of Bricelyn to Albert Lea; from Iowa State line east of Round Lake to Hardwick; Trosky to Jasper; also trackage rights from Comas Junction to Rosemount and Newport to Minneapolis.

The Dubuque and Sioux City Railroad which is operated by the Illinois Central Railroad Company, is a re-organized company holding its franchises by charter granted by the State of Iowa; with the exception of the Albert Lea and Southern Railroad Company, incorporated September 20, 1899, under the general laws of Minnesota. This road, which extended from the Iowa State line to Glenville Junction 19.58 miles, was consolidated with the Dubuque and Sioux City Railroad Company, July 1, 1902. The total mileage of the road is 759.88 miles, of which 29.99 are in Minnesota; besides that mentioned above the company operates in the State 11.40 miles from the Iowa State line at Steen to the South Dakota State line.

The Minneapolis, St. Paul and Sault Ste. Marie Railway, commonly known as the "Soo Line," dates its organization from June 11, 1888. It was a consolidation of the Minneapolis and Pacific Railway Company, organized under the general laws of Minnesota in 1884, the Minneapolis and St. Croix Railway Company organized in 1885 under the Minnesota general incorporation laws, the Aberdeen, Bismarck and Northwestern Railroad Company organized under the general laws of the Territory of Dakota, the Menominee and Sault Ste. Marie Railway Company organized under the laws of Michigan, and the Minneapolis, Sault Ste. Marie and Atlantic Railway Company organized under the laws of Wisconsin. The last two companies being consolidated in 1886.

The Minneapolis, Sault Ste. Marie and Atlantic Railway Company organized September 12, 1883, with a capital stock of $12,000,000 under the laws of Wisconsin, was large financiered by William D. Washburn, and other capitalists, of Minneapolis. The road was completed from Minneapolis to Sault Ste. Marie, about 225 miles, in December, 1887, where connections were made with the Canadian Pacific Railroad, thus bringing Liverpool, England, 626 miles nearer St. Paul than any other eastern route. The company's total mileage is 2,153.25 miles, of which 558.23 miles are located in Minnesota. The main line from St. Croix River to North Dakota State line represents 225 miles; a branch from Glenwood to Emerson 265.05 miles; a branch from Thief River Falls to Red River 45.58 miles; also a branch from Cardigan Junction to St. Paul 5.34 miles and operating under trackage rights 17.26.

The Iowa Central Railway Company organized under the laws of the State of Illinois, of its total mileage of 558.43 miles, owns and operates 12.36 miles in Minnesota, from the State line of Iowa north of Northwood in that State to Albert Lea. The Green Bay and Western Railroad Company, a Wisconsin corporation, enters the State from the east side of the Mississippi River to Winona by the Winona Bridge Railway Company.

The Wisconsin Central Railway Company, of its total mileage of 977.04 miles operates only 41.97 miles including trackage

and leased lines in the State. It was incorporated in 1887, under the laws of Wisconsin as the Wisconsin Central Company to gather into a single corporation the Wisconsin Central Associated Lines. These lines originally extended west and northwest of Milwaukee, but did not reach either Chicago or St. Paul as a terminal. Lines were soon built to those points, and in 1884, by way of Chippewa Falls and New Richmond, St. Paul was given a new route to Chicago.

In 1890, the road was leased by the Northern Pacific Railway Company but in 1893 went into the hands of a receiver. A new organization was affected December 30, 1907, under its present title.

Owing to the developments of the mining and lumbering interests, railroad construction has been largely, for the past twenty years, confined to the northern portion of the State. The Duluth and Iron Range Railroad Company was organized under the general laws of Minnesota, December 21, 1874. Its mileage is confined to the State and aggregates 212.48 miles; the roads operated being from Duluth to Ely; from Tower Junction to Tower; from Allan Junction to Virginia; from McKinley to Eveleth; from Waldo to Drummond; besides numerous branches and spurs. The Duluth, Missabe and Northern Railway Company was organized February 11, 1891. Its main line is from Stony Brook to Mountain Iron, a distance of 48.62 miles, it, however, operates a large number of branches and spurs, that brings its total mileage to 187.71 miles. The Duluth and Northern Minnesota Railway Company was organized under the general laws of Minnesota, May 31, 1898, and its 57.18 miles are operated for logging purposes. The Duluth and Northeastern Railroad Company dates its organization under the laws of Minnesota from September 10, 1898. Its main line is from Cloquet to Horn, a distance of fifty-seven miles; its branches and spurs are generally temporary and used for logging purposes only. The Duluth, South Shore and Atlantic Railway Company organized under the general railway laws of the States of Michigan and Wisconsin, only operates tracking rights in Minnesota. The Duluth, Rainy Lake and Winnepeg Railway Company is in 1906 under con-

struction having only 27.70 miles in operation from Rainy Junction to Ashawa. The Duluth Belt Line Railway Company, organized December 14, 1888, as the Duluth Incline Railway Company, and the articles of incorporation were amended January 16, 1890 when the present name was adopted; it is a terminal and transfer railway two miles in length.

The Minneapolis and Rainy River Company, organized July 24, 1904, under Minnesota laws, with a capital stock of $400,000 for the purpose of purchasing the Itasca Railroad. Its mileage of 41.72 miles is divided between lines from the Mssissippi River to Turtle Lake, from Jessie Junction to Bass Lake and from Whitefish Junction to Whitefish Lake.

The Minneapolis, Red Lake and Manitoba Railway Company dates its organization, under the laws of Minnesota, from June 15, 1904, and operates a railroad from Bemidji to Redby, a distance of 33.50 miles.

The Minnesota and International Railway Company organized under the general laws of Minnesota, July 16, 1900, purchased all the stock and properties of the Brainerd and Northern Minnesota Railway Company, July 1, 1901. The road operates a main line from East Brainerd to Northome, with branches from Funkley to Kelliher and from South Bemidji to Bemidji. Under proprietary rights, owning the entire capital stock, it operates the Big Fork and Northern Railroad from Northome to Big Falls. The mileage operated, including trackage rights and spur branches, is 192.96 miles and is controlled by the Northern Pacific Railway Company through ownership of seventy per cent of the capital stock.

The Minneapolis and Eastern Ralway Company organized under general statutes of Minnesota, June 18, 1878, is a switching line in the city of Minneapolis. The Minneapolis and Western Ralway Company, organized November 1, 1884, under the laws of Minnesota, is also a switching line in the city from which it derives its name. The Railway Transfer Company of Minneapolis organized under Minnesota laws March 13, 1883, operates 8.80 miles of road located in the city of Minneapolis and is owned by the Minneapolis and St. Louis Railway Company

and does a switching business with all railroads entering Minneapolis also with the flour mills and other industries.

The Minnesota Transfer Railroad Company was organized under the general statutes of Minnesota, March 10, 1883. It operates a line from the Minnesota Transfer to Fridley Junction, 13.54 miles in length besides having yard tracks and sidings amounting to 50.28 miles.

The Winona Bridge Railway Company was organized under the general laws of Minneosta, July 10, 1890, with a capital stock of $400,000 for the purpose of constructing and putting in operation a line of railway 1.03 miles in length extendng from the city of Winona in an easterly direction to the town of Buffalo in the State of Wisconsin. A part of this line is a steel railway bridge across the Mississippi Rver.

The table below shows the yearly increase in mileage of railroads since 1862 in Minnesota:

Year.	Miles.	Year.	Miles.
1862	10.00	1885	4,226.42
1863	57.00	1886	4,368.36
1864	100.00	1887	4,871.04
1865	210.00	1888	5,042.74
1866	315.00	1889	5,303.07
1867	429.00	1890	5,409.11
1868	560.00	1891	5,527.55
1869	766.00	1892	5,615.77
1870	1,092.50	1893	5,863.89
1871	1,500.25	1894	5,912.43
1872	1,900.00	1895	5,990.78
1873	1,907.25	1896	5,991.31
1874	1,947.25	1897	6,086.35
1875	1,957.25	1898	6,062.69
1876	1,986.75	1899	6,338.37
1877	2,198.50	1900	6,794.68
1878	2,549.28	1901	6,993.63
1879	2,941.33	1902	7,165.93
1880	3,099.32	1903	7,250.01
1881	3,217.26	1904	7,467.21
1882	3,332.93	1905	7,791.85
1883	3,767.95	1906	7,937.12
1884	3,908.98		

Chapter XXVII.

MINING AND QUARRYING.

N. H. WINCHELL.

THE meteoric entrance of Minnesota into the field of the iron industry in America was one of the great commercial events of the great nineteenth century. Beginning in 1884 with a shipment of 62,124 tons from a single mine (Minnesota), the shipments for 1895 were 225,484 tons derived from the same mine. The following table shows the rapid growth of this product from its commencement to and including 1907:

	1884	1885	1886	1887	1888	1889
Vermilion range.....	62,124	225,484	304,396	394,252	511,953	844,682
	1890	1891	1892	1893	1894	1895
Vermilion range.....	890,014	894,618	1,167,650	820,621	948,513	1,077,838
Mesabi range.....			4,245	613,620	1,793,053	2,781,587
	1896	1897	1898	1899	1900	
Vermilion range.....	1,088,090	1,278,481	1,265,142	1,643,984	1,675,949	
Mesabi range	2,882,079	4,275,809	4,613,766	6,626,384	7,809,535	
	1901	1902	1903	1904	1905	
Vermilion range.....	1,805,996	2,057,532	1,918,584	1,056,430	1,578,626	
Mesabi range	9,004,890	13,329,953	13,452,812	11,672,405	20,156,566	
	1906	1907				
Vermilion range.....	1,685,267	1,792,355				
Mesabi range	27,492,949	23,792,553				

On the Mesabi range lhe Mountain Iron mine was, in 1907, the greatest producer, having shipped 2,563,111 tons; on the Vermilion range the leading producer in 1907 was the Pioneer, at 766,853 tons.

There never was an instance in the history of iron mining of such rapid increase, and so large an output in so short a time, as that exhibited by the development of the Mesabi range.

VERMILION RANGE.

The Vermilion range is so called because its chief development took place near Vermilion Lake, from which the outlet, known to the early French explorers and traders as Vermilion River, flows northward to the waters of the international boundary. It is a French word, and its origin may reasonably be referred to the occurrence of conspicuous knobs of red jasper and iron ore which existed on the south shore of the lake and must have been known to the early travelers. There is no other known natural object from which the name could have orginated.

Samples of high grade ore were sent in 1866 to the Smithsonian Institution, probably by H. H. Eames or George R. Stuntz, but they served only as museum samples, and seem to have been on exhibition at the Paris Exposition in 1867. The State Geologist, August H. Hanchett, having heard of the Vermilion Lake deposit, had made an effort in 1864 to reach the locality, but without success, the country then being a trackless wilderness known only to the Indians and a few *coureurs des bois*.. In 1865 the State Geologist, H. H. Eames, in making an exploration of Vermilion Lake for gold, incidentally examined the iron range, and collected samples which showed the ore to be of excellent quality. His brief description is in the following terms:

"The iron range of Vermilion Lake is in the east end, on the stream known as Two River, which is about sixty feet wide. There are two parallel ridges, forming the boundary of this stream, and at the mouth on each side are extensive tamarack swamps. This range is about one mile in length, it then ceases, and after passing through a swamp another uplift is reached, from two hundred and fifty to three hundred feet high. The iron is exposed at two or three points, between fifty and sixty feet in thickness, at these points it presents quite a mural face,

but below it is covered by detritus of the over-capping rock. On this account its exact thickness could not be correctly ascertained. The ore is of the variety known as hematite and white steely iron, and is associated with quartzose jasperoids and seppentine rocks. It generally has a caprock of from three to twenty feet thick. A little to the north of this is an exposure of magnetic iron of very good quality, forming a hill parallel to the one described.

"The hematite iron has a reddish appearance from exposure to atmospheric influences; its fracture is massive and granular, color a dark steel gray. The magnetic iron ore is strongly attracted by the magnet, and has polarity, is granularly massive, color iron black."

Assays of this hematite, as reported by Mr. Eames, afforded from sixty-five to eighty per cent of iron. He, however, was chiefly interested in the search for gold and apparently made no effort to call the attention of capitalists to this important deposit. If he had concentrated his labor on iron instead of gold, even at that early date, he mgiht have been the chief agent in bringing this great wealth to light. The next published account of an examination of the Vermilion range was made by the State Geologist, in 1878, although the Vermilion ridges had been visited in 1875 by a party sent out by Professor A. H. Chester, and some drilling and blasting had been done in order to procure some samples. Professor Chester was examining the Mesabi range for private parties and he despatched George R. Stuntz and John Mallmann, at the instance of Mr. Stuntz, to Vermilion Lake in order to make this preliminary examination. His report was not published till 1884.

The State Geologist in 1878 examined the eastern of the two main ridges, and did not encounter any traces of the working of Stuntz and Mallmann, which had been done on the western (or Lee) ridge.[1] Although in the annual reports of the

[1]Accompanied by Mr. Mallmann the writer subsequently visited the spot at which the first actual drilling and blasting was done on the Vermilion range, and took a photograph of the small opening that was made. This is reproduced in "Iron Ores of Minnesota," Bulletin 6, plate XX, of the Minnesota survey, 1891.

State Geological Survey, after that of 1878, more or less mention is made of the iron ores of the State, nothing systematic was attempted until, through the representations of George C. Stone, of Duluth, Charlemagne Tower, of Pennsylvania, was induced to undertake their exploitation. In 1880 Professor A. H. Chester made a personal examination for Messrs. Tower and Stone of the Vermilion iron range and the report which he rendered was very favorable and encouraging. He found large deposits of hematite iron ore mingled with jasperoid rock in regular but tortuous alternating bands, the iron content of which was from fifty-five per cent. to sixty-seven per cent. He considered it, "safe to predict the development there of an iron district of immense value and importance."

Mr. Stone was elected to the Minnesota Legislature from Duluth, and it was wholly through his activity that a law was passed "to encourage mining in this state by providing a uniform rate for the taxing of mining properties and products."[1] This law provides that "in lieu of all taxes or assessments upon the capital stock, personal property, income and real estate of such corporation in or upon which real estate such business of mining may be carried on, or which real estate is connected therewith and set apart for such business," each mining company may pay the following amounts annually into the State treasury, one-half of these payments to be accredited to the general fund of the State and the other half to the county or counties in which such mines are located, viz: "For each ton of copper fifty (50) cents; on and for each ton of iron ore mined and shipped or disposed of, one cent for each ton; and for each ton of coal mined the sum of one cent per ton; each ton to be estimated as containing two thousands, two hundred and forty (2,240) pounds."

Under the terms of this law the Minnesota Iron Company was organized;[2] a railroad was built from Agate Bay (now Two

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[1]General Laws of 1881.

[2]This company was chartered November 14, 1882, the charter members being C. Tower, E. Breitung, G. C. Stone, C. Tower, Jr., and R. H. Lee.

Harbors) to Vermilion Lake and Captain Elisha Morcom commenced actual mining at Soudan. The Duluth and Iron Range Railroad Company was granted, by the same Legislature, a liberal amount of land per mile for the construction of the road. In 1886 the management of the Minnesota Iron Company passed from George C. Stone to D. A. Bacon.

Meantime, in the years following the first shipment from the Vermilion range at Soudan, discoveries of similar ore were made further east by James Sheridan and others and through the agency of Joseph Sellwood the Chandler mine was opened at Ely. In the years 1888 and 1889 this mine shipped 56,712 and 306,000 tons respectively, and the Pioneer, in 1889 produced 3,100 tons. At the location of these new mines the city of Ely was established. At the same place the Zenith mine began producing ore in 1892. The Sibley and Savoy were begun later. All the mines at Ely were consolidated in 1890 with those at Soudan and were operated under the direction of the Minnesota Iron Company.

About three miles east of Ely is a large display of ore and jasper, forming a hill or ridge running east and west, similar to the ridges containing the ore at Soudan. This is situated on section 30, township 63, range 11. W. It early attracted the notice of explorers and was pre-empted by Messrs. Eaton and Merritt. Through a series of transfers more or less irregular by which the ownership was involved, a long litigation followed and finally the case reached the United States Supreme Court. It became celebrated at the "Section 30" case. On final settlement the land was adjudged in 1904 to belong to Leondas Merritt, of Duluth, although he had not been in late years an active participant in the litigation. Some exploration by diamond drill has been carried on since, but, so far as known, no great body of iron has been found.

At many places, both east and west from Vermilion Lake, extending from Hunter's Island, on the international boundary, to the upper waters of the Little Fork and the Bowstring Rivers, in Itasca County, have been found indications of iron ore be-

longing to the Vermilion range, but no important discoveries have been made.

At the present time the active mines on the Vermilion range are all owned, at least controlled, by the United States Steel Corporation, whose local representative is W. J. Olcott, in Duluth.

CUYUNA RANGE.

The Cuyuna range, which lies in Crow Wing and Aitkin Counties, though not known to be continuously connected with the Vermilion range, is the most important of the later developments in the rocks of about the same age as the Vermilion ores. It has not yet reached the stage of active production, but considerable quantities of ore of low grade have been discovered. Much of the ore here is magnetite, and it was through the magnetic disturbance of the compass that this ore was discovered, as no rock is exposed at the surface. M. Cuyler Adams, of Deerwood, has been mainly instrumental in bringing this iron ore to light.

The geological age of the rocks that carry the Vermilion ores is Archean, being the oldest of all known rocks. The ore is intimately associated with red jaspers, and its chief impurity is quartz. The ore and the jasper are one in origin and in date, and they are embraced in a great greenstone terrane which extends northeastwardly to Hunter's Island, and also southwestwardly at least to the headwaters of Bowstring River, and spreads widely.

If the reader is desirous of knowing the later developments of the ores of the Vermilion range, with the particulars of their geological and mineralogical relations, he should consult the following works:

Bulletin No. 6, Minnesota Geological and Natural History Survey. *The Iron Ores of Minnesota,* N. H. and H. V. Winchell, 1891.

Vol. IV, Final Report, Geological and Natural History Survey of Minnesota, *Minnesota Iron Mining Statistically and Economically Considered,* Horace V. Winchell, 1899.

Memoirs, U .S. Geological Survey, Vol. XLV, *The Vermilion Iron Bearing District of Minnesota,* J. Morgan Clements, 1902.

Mineral Resources of the United States, annual reports, David T. Day, to 1907, United States Geological Survey.

MASABI RANGE.

The first notice of the ore of the Mesabi range was made by Dr. J. G. Norwood, in 1850, when connected with the Geological Survey of D. D. Owen. It was at the extreme eastern end of the range at Gunflint Lake, and the ore was only casually noted by Norwood in passing. At the western end of the range it was noted by the State Geologist, H. H. Eames, at Prairie River, in 1866. He gives one analysis of "50½ per cent of metal" and mentions "iron ore" and "jasperoid rock with iron ore." In the appendix he also reports assays of this ore ranging from about forty-three to seventy per cent of iron. It is evident that he was not so favorably impressed with this ore as with that from Vermilion Lake. Midway between these extremes iron ore was discovered by the United States land surveyors in the region north from Beaver Bay, and a company was organized for the purpose of making more extensive examination. This ore proved to be a part of the Masabi range. The company embraced Messrs. H. P. Wieland (one of the discoverers), W. W. Spalding, of Duluth, Peter Mitchell and others, Mr. Mitchell conducted the exploration in the field. The result of exploration was not encouraging, and the enterprise was suspended, although the company, after reconstruction, became the owner of a large tract of land which it still holds. This embraces about 9,000 acres in the eastern part of the Mesabi range. The company is the oldest existing iron mining company in the state, incorporated June 14, 1882, under the title Mesabi Iron Company. For some years its president was Alexander Ramsey, and its Secretary, W. W. Spalding.

In 1875, Professor A. H. Chester examined the iron deposits of the Mesabi range, as already noted, for George C. Stone.

The average percentage of iron reported by him was forty-four and sixty-eight hundredths. The ore was found to be lean and not abundant, and although several attempts at real mining have been made in this part of the range they have all been failures. The range was visited by N. H. Winchell in 1878, and briefly described in his report for that year, with some analyses. In 1886 an effort was made, directed from Grand Marais, in Cook County, to develop the ore about the western environs of Gunflint Lake. The main deposits here were discovered by Henry Mayhew, and the exploration was conducted by Messrs. Paulson, Barker, Boyden and Millar. From the exploration resulted later the Gunflint Lake Iron Company, and the construction of a railroad from Port Arthur, Ontario. But no ore has been shipped. The enterprise is now abandoned.

The next systematic shafting on the Mesabi range was conducted in 1888 by John Mallmann, who had been at work in the field with the writer for the State Geological Survey. The conclusion had been reached by the Minnesota survey, that the iron ores of the State were in two separate series of rocks and that the Mesabi series was crossed by the Duluth and Iron Range railroad at Mesabi station on that railroad. This opinion was imparted to Mr. Mallmann to whom a low rock-cut was pointed out as the most favorable point for exploration. This was then known as the "red cut." Mr. Mallmann induced the Minnesota Iron Company to furnish the means for sinking a shaft at this point. In the immediate vicinity, but a little further north, large deposits of ore have since been reported. From this point exploratons were extended westward by other parties, and although there was not good success for a year or two, every test-pit that was sunk to the bedrock confirmed the idea that the Mesabi range rocks were not only iron-bearing, but that they were a different set of rocks from those containing ore at Vermilion Lake. In the latter part of 1890 and the first part of 1891 the great discoveries were made which have brought the Mesabi range into the front rank of the iron districts of the world. A number of parties, some as individuals and some as corporations, participated in the early exploration, but probably

the Merritt Brothers, of Duluth, would be accredited, on all hands, with having been foremost in field exploration. In the year 1890 they made 116 leases of State land on the Mesabi range alone, with the view of exploring for iron ore, and others on the Vermilion range. George L. Robbins, Emil Hartmann, General James H. Baker, Surveyor General of the State, (associated with Eli W. Griffin formerly connected with the United States Survey under General Baker) and Henry G. Ingerson and others were also active. The Mountain Iron mine was found first (November 16, 1890), by workmen under the direction of Captain J. A. Nichols. The Biawabik was discovered in August, 1891, by Captain Nichols and Wilbur Merritt. The Mountain Iron mine was on land formerly belonging to the State of Minnesota, being a part of the school lands given by Congress, but was lost through some mistaken action on the part of the State officers.[1] It was relinquished by Auditor Braden January 25, 1888, which was nearly three years prior to the discovery of the Mountain Iron mine. Discoveries have followed each other rapidly, and the extent of the range has been carried to and beyond the Mississippi River.

It should not be inferred from the foregoing that the movement of development was entirely toward the west from Mesabi station. But little later than the commencement of the exploration by Mr. Mallman at the "red cut," operations of the same kind were begun on the western end of the range, by General James H. Baker and associates, having Grand Rapids as base. Eli Griffin conducted this enterprise and from this resulted later the Diamond and the Itasca Mining companies. There remains but little territory now on the known Mesabi range which has not been pierced by diamond drill at frequent intervals, resulting in the discovery of large amounts of ore.

Up to January, 1908, the State had executed leases to swamp and school lands to the number of 4313, which netted to the treasury of the State for the leases alone the sum of $363,565. These are not wholly, but mainly, on the Mesabi range. While

[1]This matter was investigated by a special joint committee of the Legislature of 1897.

the most of these leases have not proved productive of ore, there are 643 which have been converted into contracts with the State from which an annual rental is received of $178,300. The royalties on the ore mined from the leases amount up to January 1908, $942,376.14.

The explorations that have been made, although not developed as mining properties, have been sufficient to plainly indicate that the Mesabi range occupies a larger territory than has been supposed, and that Minnesota can be relied on to continue to be a large, and probably the largest, iron producing state in the Union for many years. At present the large mines are at Hibbing, Virginia, Mountain Iron, Biwabik and Eveleth. Many of them are great open pits, without underground works. The stripping is removed and the ore is mined by steam shovel. The train is run on a gentle descent, into the heart of the pit, which sometimes is about three hundred feet below the natural, original surface of the country, and a quarter of a mile or more from the point of entrance. The succession of terraces which the steam shovel has left as the excavation has progressed, and on which the train has operated from time to time, presents a panoramic view very impressive to the observer.

The Mesabi ore differs from that of the Vermilion range, being so "soft" that but a small amount of blasting is necessary. Yet that is not a constant difference since the ore of the Chandler mine of the Vermilion range, is so fragmentary that it is mined as easily as the Mesabi ore. The quality of the ore of both ranges is so excellent that it is employed for the making of Bessemer pig iron.

The age of the formation containing the ore is that of the Taconic system, supposed to be in the lower Cambrian, though named "Upper Huronian" by the United States geological survey.

On the Mesabi Iron range the reader who desires more special information may consult the following:

Minnesota Geological Survey. *The Mesabi Iron Range,* Twentieth Annual Report, pp. 111-180, 1892, by Horace V. Winchell: Final Report, Vol. IV, various chapters by U. S.

Grant and N. H. Winchell and Vol. V., pp. 44 to 74, and 900 to 999, by N. H. Winchell. United States Geological Survey, Memoirs, XLIII, *The Mesabi Iron Bearing District,* C. K. Leith, 1903.

MATERIALS FOR CONSTRUCTION.

Granite—This term will here be used only for the massive and even-grained varieties of crystalline rock used for building. Stearns County, which contains St. Cloud, lying west of the Mississippi River, and Sherburne which lies on the east side of the Mississippi adjoining Stearns, were the first to furnish quarried granite. This was in 1867 and 1868. It was but little later that granite quarries were opened also at Sauk Rapids, Benton County, which lies next north from Sherburne. Two varieties of granite are furnished by these quarries, one with a large amount of free quartz, rendering it hard to quarry and to trim, but a very fine material when employed in situations requiring a polished surface, and one variety with much less quartz, a fact which induces quarrymen to prefer it for general uses. This is generally of a gray color, and sometimes becomes gneissic; while the red, which has more quartz, becomes coarser grained, especially in some of the quarries of Stearns County, and then resembles the variety often called Scotch Granite.

These quarries furnished the stone put in the old Custom House at St. Paul, and in the watertables of the Union depot. They have also furnished the material for the walls of many large buildings in St. Paul and Minneapolis, and for other cities.

The important quarries at Big Stone Lake, near Brown's Valley, furnish a coarsely crystalline granite which is gray and massive. It was employed in the Court House of Hennepin County at Minneapolis. In the Minnesota Valley, from Big Stone Lake to New Ulm, are frequent exposures of crystalline rock, and some of these outcrops afford a granite which has been quarried, viz: at East Redwood Falls.

Although granite is abundant in the northern part of the State it has not been quarried extensively. Probably the quar-

ries opened in the granite of the Giant's range, at an old station on the Duluth and Iron Range Railway called "Mesabi Heights," is the most important. This locality furnished the granite used in the Auditorium Hotel at Chicago, but the work has now ceased.

The so-called granite of Duluth is properly a gabbro, and contains no quartz. An allied rock is that which forms the "dalles" at Taylor's Falls. These rocks are softer than granite, but more difficult to quarry owing to their homogeneity of texture and absence or rift or gnessic structure. The value of the granite output for Minnesota, in 1905 was $481,908.

Gneiss—A handsome rock is quarried at Morton, in the Minnesota Valley, which has a contorted gneissic structure, but at no other known place is a gneiss quarried within the State.

Quartzyte—A considerable industry is centered in Pipestone and Rock Counties, based on a stone which in the market is known as "red jasper," but which, aside from hardness and color, has but few of the characters of jasper. A similar rock is found and quarried near New Ulm, in Nicollet County, this being the oldest quarry in the State in this rock. In the United States Mineral Statistics this rock is included with sandstone.

Sandstone—Large quantities of an excellent sandstone are quarried at Banning and at Sandstone in Pine County. This is a light yellowish stone varying to buff, and has been put into large structures in Minneapolis and St. Paul. It was first known as Hinckley sandstone where its excellent qualities were first discovered by the State Geologist in the course of a series of experiments to determine the physical properties of the building stones of the State,[1] but in the market it bears the name Kettle River stone, from the river in whose banks it is chiefly quarried. Other sandstones are quarried at Jordan, in Scott County, Fond du Lac in St. Louis County, formerly near Fort Snelling from an island in the bottom-land of the Minnesota River. The piers of the Fort Snelling highway bridge were taken from this last mentioned locality. This stone was also put into the first hotel

[1]Published in Vol. 1, of the final report of the Geological and Natural History Survey of the State.

built in the State. It was in 1838, at Mendota, and was built by John B. Faribault. It is still standing.

Dolomyte—This is magnesian limestone, and is extensively wrought at points along the valley of the St. Croix—Mississippi from Stillwater to Winona. The principal points are Stillwater, Red Wing and Winona. The same rock is quarried at Kasota and Mankato, also at Lanesboro. This rock is suitable for a great variety of uses, such as rough building, dressed building, flagging, curbing, paving and quicklime. The total production has varied for some years between four and five hundred thousand dollars per annum. The color of this stone is usually buff, but at Kasota it is slightly stained by iron and presents a pinkish or "fawn color."

Limestone—the bluish-gray limestone wrought extensively at St. Paul and Minneapolis is of an inferior grade, belonging to the Trenton formation of the Lower Silurian. This stone also is quarried at Northfield and Faribault. Its total production per year is not far from two hundred thousand dollars.

The reader may consult, for further details, the following documents:

Minnesota Geological Survey. *The Building Stones of Minnesota,* Vol. I, Final Report, pp. 142-203, N. H. Winchell, and the annual reports of the United States Geological Survey on the Mineral Resources of the United States, David T. Day.

Chapter XXVIII.

AGRICULTURE.

AGRICULTURE and its allied industries are the foundation of Minnesota's greatness. The days when Norris and Haskell demonstrated at Cottage Grove, the adaptability of Minnesota's soil for the production of wheat are but a little over a half a century removed. Since that time, Minnesota has become known throughout the World as the "Bread and Butter State," and annually raises a bushel of wheat and a pound of butter for every individual in the United States.

This rapid development in the agricultural interests of the State is due to several causes, the most important of which being the great improvements made in agricultural machinery. The name most prominent in the early inventions of these improvements was Cyrus H. McCormick, a native of Virginia, who in 1834 perfected his father's invention of a reaping machine, on which he received a patent. This reaper had a sickle-edge sectional knife, reciprocating by a crank movement with the bearing and drive wheels; a reel and a divider were used on each end of the platform. A seat for a driver was placed behind the platform. The machine was placed on the market in 1840, and was perfected in several ways by Mr. McCormick, who in 1851 received a medal at the World's Fair in London.

On the first reaping machine a man was stationed on the platform, who forked the grain to the ground as it was cut, an improvement was afterwards made by attaching a dumping arrangement so it could be operated by the driver. In 1851, W. H. Seymour, of New York, invented a quadrant-shaped platform,

directly behind the cutters, a reel to gather the grain, and a rake moving over the platform in the arc of a circle deposited the sheaves on the ground. In 1856, Owen Dorsey of Maryland, combined the reel and rake, and in 1865, another inventor named Johnston, so improved the rake that the size of the sheaves could be regulated at the will of the driver, thus perfecting in every detail the self-rake.

At the commencement of the harvest season, in the latter part of June, in Southern Illinois and Eastern Missouri, a large number of men were employed in binding the sheaves of grain as they came from the reapers. As the season progressed, these laborers journeyed northward, and at different points were met by the farmers eager to secure their services. This continued for several seasons, but when the time came for harvest one year, the laborers on arriving at different points, where they expected to find work, found there was no demand for their labor. The reaper had been further improved by the addition of a self-binder, and the sheaves were placed on the ground ready to be gathered and carted from the fields. This so incensed the laborers that in many cases they marched in a body to the fields, unharnessed the horses from the reapers, and would not allow the farmers to operate them; in some instances they went so far as to destroy the machines.

The improved reaper and the sulky plow, turning two furrows at once, and on which the operator rode instead of the old way of following the plow, made it possible for a farmer to cultivate with the same amount of help, over four times as much land as under the old system.

Another cause for the rapid advancement of Minnesota, as an agricultural State, was the attractive features it presented to immigrants from the United States and European countries. Also the pioneer movement of railroad corporations in interlacing the State's surface with railroads in every direction, bringing every portion in touch with both domestic and foreign markets. In many cases the country was opened up for settlement by these advance agents of civilization, thereby encouraging home-seekers, and immigrants to locate farms as they were thus assured a market for their surplus productions.

In 1850, Minnesota had 5,035 acres of improved land, of which 1,900 acres were tilled, and in that year she produced 71,709 bushels of grain and potatoes. During the next decade her improved lands were increased to 546,951 acres, of which 133,267 were tilled.

According to J. A. Wheelock, Commissioner of Statistics' report in 1860, the cash value of farms was estimated at $19,070,737, while in 1850 their value had been placed at $161,948. In the latter year $15,981 was invested in farming implements; ten years later they were estimated to be worth $1,044,009. The value of the live stock in 1850 was $92,859, which had increased in 1860 to $3,655,366. Minnesota's 734 swine during the same period had increased to 101,252; her eighty sheep to flocks numbering 13,123. From 1850 to 1860 her 607 milch cows increased to 40,386; her 655 working oxen to 27,574, and her 860 horses to 17,122.

In her agriculturad products during the decade from 1850 to 1860, the State showed marvelous growth, as seen by the following statement:

Product	1850	1860
Wheat	1,401 bushels	2,195,812 bushels
Rye	125 "	125,257 "
Indian Corn	16,725 "	2,987,570 "
Oats	30,582 "	2,202,050 "
Potatoes	21,145 "	2,027,948 "
Peas and Beans	10,002 "	18,802 "
Barley	12,116 "	125,130 "
Buckwheat	515 "	27,677 "
Market Garden Products	150 "	94,681 "
Butter	1,100 lbs.	2,961,598 lbs.
Hay	20,119 tons	274,952 tons
Maple Sugar	2,019 lbs.	37,949 lbs.

There were also raised in the State in 1860, 38,570 pounds of tobacco, and 198,904 pounds of cheese were manufactured; the orchard products amounted to $298, and 14,974 gallons of sorghum molasses, and 21,829 gallons of maple molasses were manufactured.

In 1870, the total acreage in farms had increased to 6,483,828 acres, of which 2,322,162 acres were improved. The percentage of unimproved farm lands had decreased from 19.5 per cent in 1860 to 64.2 per cent in 1870. The farm property

was estimated to be worth $97,847,422, and there were $6,721,120 invested in farming implements and machinery. The value of farm products, improvements and addition to stock aggregated $33,446,400.

The spring wheat crop in 1870 was 18,789,188 bushels, and was exceeded only by Iowa and Wisconsin. The winter wheat crop amounted to 76,885 bushels. The average wheat crops for eleven years ending 1869 was seventeen bushels to the acre. In 1868 the banner wheat counties were Dakota, Fillmore, Goodhue and Olmsted.

According to the census of 1870, there were raised the preceding year in the State 4,743,117 bushels of Indian corn; 10,678,261 bushels of oats; 1,032,024 bushels of barley; 78,088 bushels of rye; 52,438 bushels of buckwheat; 1,943,063 bushels of potatoes; 122,571 pounds of flax; 695,093 tons of hay; and 222,065 pounds of hops. There were 9,522,010 pounds of butter manufactured. The market garden products amounted in value to $115,324, while the orchard products were estimated at $15,818. There had been since 1869 a decrease in the cultivation of tobacco; the crop of 1869 amounted to only 8,247 pounds. The production of maple sugar and the manufacture of sorghum and maple molasses, also showed a decrease.

The 132,343 sheep in the State in 1860 produced 401,185 pounds of wool. The number of horses was 102, 678, while the neat cattle amounted to 365,241 head.

In 1866, capitalists began to turn their attention to farming in Minnesota; in that year the pioneer bonanza farmer, Oliver Dalrymple, a lawyer, of St. Paul, purchased in Washington County, three large farms located about fifteen miles south of St. Paul between the St. Croix and Mississippi Rivers. These farms were named after the three generals of the War of the Rebellion, Grant, Sherman and Sheridan. In 1867, he had 1,700 acres in wheat, which yielded 35,700 bushels; the next year he raised 39,000 bushels, and in 1869, on 2,000 acres, in the neighborhood of 50,000 bushels. During the harvest season he employed one hundred men and one hundred horses. These farming operations paid a handsome profit on the investment. Among

the other large farmers at this period were J. W. Paxton, formerly of St. Paul, who purchased upwards of 15,000 acres in Redwood County, and Clark W. Thompson, who had a farm of 9,000 acres in one body near Wells, in Faribault County.

In the late sixties, Minnesota attracted the favorable notice of the citizens of her sister States, as being well adapted for agricultural purposes. The noted editor of the New York *Tribune*, Horace Greeley, who in the early existence of the State was not prepossessed in her favor, wrote in 1868 as follows:

> I find her soil better than I hoped; warm, fertile, and just about rolling enough to secure proper drainage at little or no expense. Her Indian corn was not luxuriant, but of fair growth; her grass had plainly been ample; her wheat and oats better (in the average) than I ever before knew. Her vegetables (as exhibited at the State Fair) I had seen surpassed only in California alone. In fruit alone did she seem deficient; her butter, cheese and honey would justify any praise.

General Le Duc, to demonstrate, at the World's Fair in New York, that Minnesota was an agricultural State, was able to secure a few ears of corn from Cottage Grove, Sauk Rapids and the Fort garden at Fort Ripley. It is claimed that to make his exhibit more attractive on his journey to New York through Illinois, he made several purchases of the products of that State. Thus only fifteen years from the time when he attempted to demonstrate that Minnesota was not an utterly barren waste, limited to the raising of a few cranberries and some muskrat skins, not only was the noted editor of the New York *Tribune* lavishing praises of the agricultural values of the State, but these encomiums were expressed throughout the country.

The first wheat exported from the State was raised in 1857 on the Le Sueur prairie, and it was not until 1864 that any wheat was shipped north of the Minnesota River. Rochester was the first champion wheat market of the State; later on it traveled eastward to Red Wing, but finally Minneapolis became, and is today, the World's primary wheat market. The cause of this change in the location of the State's wheat market was due mainly to the opening up of the Red River Valley and the production of spring wheat in that location.

Prior to 1878 there were no settlements away from the Red, Red Lake and Pembina Rivers. While wheat had been raised in that region since the time the Selkirk colonists had demonstrated the adaptability of the soil for its cultivation; it had been produced on small acreages—from ten to twenty-five acres. The completion of the St. Paul, Minneapolis and Manitoba railroad (now the Great Northern) to St. Vincent encouraged immigration; and settlers at the various stations established by the company commenced to break ground and sow wheat. Without the advent of railroads; the country today would be practically unpopulated and undeveloped.

Another leading factor, in settling this country was the so-called bonanza farmers demonstrating on a large scale the practicability of producing wheat at a profit on the flat lands of the valley. The first pioneer in the Red River Valley in this line of industry was Oliver Dalrymple, who in the spring of 1875, after an examination, became convinced of the value of lands for wheat growing. He entered into a contract with large holders of Northern Pacific bonds, who had exchanged their holdings, for a great block of the company's lands. The owners were to furnish Mr. Dalrymple with stock, implements and seed to cultivate the land, he agreeing to return to them seven per cent interest on their investment, also to have the option of paying back the principal and interest, when he was to be granted one-third of the land.

In 1875, 1,280 acres were broken and the first harvest yielded 32,000 bushels, an average of little over twenty-three bushels to the acre. As soon as the results of Mr. Dalrymple's experiment became known; capital began seeking the depreciated Northern Pacific bonds, and exchanging them for lands, and labor flocked from adjoining States to pre-empt Government lands. In the summer of 1879, the sales of Government land amounted to nearly 700,000 acres and during the year 1,500,000 acres were taken as homestead, pre-emptions, and tree claims in Dakota.

The Dalrymple holdings comprised some 100,000 acres, and in 1878, the wheat acreage had been increased to 13,000 acres.

It was increased from year to year until in 1895, there were some 65,000 acres under cultivation. The following year, a settlement was effected between the owners and Mr. Dalrymple and the great farm was subdivided.

The impetus thus given to wheat raising in the Red River Valley produced a development, unparalleled in the history of the country. In the twelve counties located in the valley, six of which are in Minnesota and six in North Dakota, the population, which in 1870, was about 1,000, by the census of 1900 was 221,758. The assessed value of the property is estimated to be $100,000,000. In 1898 there were under cultivation in Wilkin, Clay, Norman, Polk, Marshall and Kittson Counties 1,180,154 acres, which produced 17,178,840 bushels of wheat. In the North Dakota counties of Richland, Cass, Traill, Grand Forks, Walsh and Pembina there were 1,839,335 acres under cultivation; which produced 30,938,916 bushels, wheat at sixty cents a bushel made the total value of the crop to the producers amount to $28,870,653.

All the factors of geographical position, topography, soil, climate, rainfall and genesis of its population have combined to make Minnesota a great agricultural State. In few, if any of the States of the Union is so large a proportion of the area capable of profitable cultivation. Exclusive of lakes this proportion is estimated to reach ninety per cent. The geological processes were so ordered, as to endow the State with remarkable wealth of prairie area covered with a productive soil. Eminent geologists have pointed out that the soil is derived from a mantle of glacial drift, and made by the intermingling of many rock species. This shows a remarkable variety of chemical components, and induces a diversity of crop possibilities rarely equalled, and nowhere excelled within the United States.

Minnesota's climate is bright, sunny and invigorating; the average annual temperature is about forty-two degrees. There is with the exception of in the immediate vicinity of Lake Superior, a noticeable absence of humidity, which in many States makes the summer warmth less pleasant, and intensifies the cold of winter. The average number of sunny days is one hundred

and fifty a year; in some section two hundred a year. The rain-fall for many years has averaged thirty inches, while the snow-fall has averaged forty-nine inches.

The peculiarities of the atmosphere seem especially favorable to the growth of wheat, which Minnesota for many years produced the largest crop of any State in the Union. That for several seasons, she has relinquished this position to one or two other States; is owing simply to the former exclusive wheat growers having found diversified farming more profitable.

The State is divided into two distinct agricultural districts; the northern and northeastern portions are known as the "Big Woods Country." The soil through this region is as a whole of a red, yellow or black clay variety mixed with sand, and this makes a combination very fertile, which is quick and warm, and gives forth beautiful crops, particularly of the root and grass variety. The northeasterly country along the iron ranges, and the north slope of Lake Superior, the surface in some places is very rough and rocky, while in its immediate neighborhood there are large tracts as level as a board, with rich black soil suitable for any kind of agricultural purposes.

In the southern and southwestern portion of the State, there is a gentle rolling prairie, the soil is a rich black loam, which is adapted to the production of abundant crops of anything that can be raised in this section of the United States. This portion of the State is particularly adapted to stock raising, as both tame and wild grass grow abundantly.

In the middle and western portions of the State, the soil is from two to six feet in depth of a heavy black loam, and is best adapted to the raising of any kinds of cereals. Dairying is also followed to a great extent, and large orchards of hardy fruits bring handsome returns for capital invested.

There is room in Minnesota for 625,000 farms of eighty acres each. The number actually cultivated, according to the census of 1900, was 154,649 farms containing 26,248,498 acres, of this 18,442,585 acres were improved lands. Of these farms 82.7 per cent were farmed by the owners, 14 per cent by share tenants and 3.3 per cent by tenants paying cash rentals.

In cereal production Minnesota ranks fourth in the Union, and of the total acres under cultivation in 1899, seventy-four per cent was in cereals. The value of all farm crops in that year was $113,096,602, and of this cereals represented $85,817,555, or seventy-five per cent of the total value of all crops. In 1879, the State raised 23,314,240 bushels of oats, in 1899, the crop was increased to 74,054.500 bushels, having a marketable value of $15,829,804, making the State rank fourth in production amongst her sisters States. In barley production, Minnesota ranks second, having increased her crop of 3,000,000 bushels in 1879, to 24,314,240 bushels in 1899. In production of rye, she ranks fifth, her crop in 1899 being nearly 2,000,000 bushels. In flax seed the crop in 1899 of 5,895,497 bushels placed the State as second in production of this seed. To show the importance of the grain products, there were on August 31, 1906, 1,763 public local warehouses, or county elevators and warehouses in the State.

Corn raising is rapidly becoming an important branch of agriculture in the State, particularly in the southern and western portions. Once the State, except the southern tier of countries, was deemed "north of the corn belt." Now, many of the counties produce crops of corn equal to, or excelling those of Iowa counties. Through a careful selection of varieties, and the increasing self-adaption of these to the peculiarities of the climate, corn is making for itself a prosperous habitant even in the northern counties.

In 1889, Minnesota raised 24,696,466 bushels of corn, ten years latter her crop amuonted to 47,266,900 bushels, an increase of about fifty per cent. At the present time the State produces close to 90,000,000 bushels of corn annually. There were sixteen counties in 1899 that produced nearly 23,000,000 bushels, or almost as much as the entire State produced in 1889. These counties were Fillmore, Blue Earth, Martin, Nobles, Faribault, Freeborn, Rock, Olmsted, Mower, Houston, Jackson, Redwood, Renville, Le Sueur, Wright and Murray. The largest yield was Fillmore with 2,530,050 bushels, the smallest, Murray with 1,002,550 bushels.

The great potato belt of the State extends north and northwest from the Twin Cities into Anoka, Isanti, Chisago, Sherburne, Wright, and southern Mille Lacs, and Pine Counties; also to the extreme northern counties, in fact all of the State is good for potato production. The crop amounts to over 20,000,000 bushels annually, and is valued from $5,000,000 to $10,000,000 according to the price received for the product. The soil is so peculiarly suited to their production that along with rutabagoes, turnips, mangles and carrots; they are fed to live stock to supplement hay, as fodder. The raising of sugar beets is yet in its infancy in the State, though it has advanced beyond the experimental stage. In Carver County there is a factory, now manufacturing its second year's run amounting to the product from 3,000 acres.

While Minnesota's farmers can successfully raise any kind of farm products, in tame and wild grass both in quality and quantity of production, she stands foremost amongst her sister States. Grasses thrive in every part of the State, particularly in the extreme northeastern portions, though at the present writing the former is practically undeveloped.

Market gardening for exportation is mainly confined to the vicinity of the Twin Cities, though cabbages, onions, squash, besides other vegetables are successfully raised in various parts of the state.

In fruit production in the decade from 1890 to 1900, Minnesota made the greatest progress of any State in the Union. In 1903 her crop of apples was valued at $550,000. In crab apples, plums, grapes and berries the yield is profilic. Wild fruits grow luxuriantly. In the northern portion of the State cranberries grow quite extensively in many places.

The creamery industry in the State dates back only thirty years. In 1878, there were a few scattering creameries in the southern portion of the State; six years later at the Cotton Exposition at New Orleans, exhibitors of her creamery products took twenty of the class premiums. However, in 1886, there were only 142 creameries and cheese factories, and one-half of these failed in the next few years on account of improper organ-

ization and the sale of oleomargarine. Rigid State laws creating a dairy and food commission, and the birth of co-operative creameries soon placed the industry on a firm footing.

In 1900, the first co-operative creamery was organized in Freeborn County, and today, there are 700 such creameries, while 185 are conducted under private or independent ownership. There are also seventy-six cheese factories in the State. In 1886 the total production was almost 7,000,000 pounds of butter, while in 1906, 85,000,000 were made. In 1860, the milch cows of the State were worth $40,000, today they are worth $25,000,000. In 1870 the milch cows numbered 121,000 while, now there are a round million or more. This marvelous growth has been due to the fine grass and grain producing soil, a great abundance of pure water, and an ideal atmosphere, all of which are so essential to rich cream production. This has caused the creamery zone to move from Ilinois north to Northern Iowa into Southern Minnesota, as it moves farther north the region seems to have still greater possibilities. Minnesota was the first State to establish a fully equipped dairy school in connection with the State Agricultural College.

The advantages of the State's grass and grain crops are natural adjuncts for the raising of live stock, which profitably produced is the best test for agricultural development. In 1860, the live stock of the State was worth a little over $3,500,000 and in 1907 its value approximated closed to $100,000,000. In 1906, 191,562 cows and calves, 660,392 hogs, and 88,798 sheep were sold by Minnesota farmers to the South St. Paul stock yards, having a marketable value of $12,000,000. The State is particularly adapted for sheep raising, but owing to the value of her farms this industry has largely gone to the prairies of the West. Over seventy-five per cent of the area of the State is undulating land adapted to the raising of sheep; the industry is, however, gaining importance as an important and profitable business. Swine and poultry raising are also gaining prominence and the Minnesota horse is an important factor, some of her studs having achieved highest honors at the most famous horse shows of America.

The economic interests of the State being so largely agricultural it is natural that its perferment should be the object of much legislative solicitude. This had manifested itself in the encouragement of agricultureal education. Not only in the establishment of the College of Agriculture, and its experimental stations, but by maintaining for the past eighteen years a system of farmer's institutes, or traveling farmer's schools, which hold scores of meetings annually, and in which specialists, instruct men and women seeking information for better conduct of the farm and farm home. The State has also given elementary instructions in agriculture in the common schools, and has made the Minnesota Agricultural Society a part of the State educational machinery, investing hundreds of thousands of dollars of State funds in its buildings and grounds. It has also made liberal annual appropriations to the State Horticultural Society; and through its dairy commissioner does much to promote the dairy interests of the State.

Chapter XXIX.

LUMBER INDUSTRY.

LUMBERING IN THE ST. CROIX VALLEY.

THE lumber district of the St. Croix Valley extends from near Hudson, Wisconsin, north to the line of the Northern Pacific railway, and from near Lake Namekagon on the east to the tributaries of the Snake River, which form its western boundaries. The district covered embraces 8,500 square miles, comprising 5,440,000 acres, the major part of which was originally covered with a heavy growth of white and Norway pine lumber.

Of the vast territory but little remains of the gigantic forests, except in small tracts, but where the woodman's axe and sweeping fires have devastated the country, many thousands of acres have been transformed into beautiful farms.

The early history of lumbering was a history of waste in all lumber districts. The natural wastage of timber incidental to cutting logs, supplemented by the terrific forest fires, that always follow in the wake of the lumberman's axe, nearly if not quite equals the quantity brought to market.

The early efforts of lumbering have already been detailed in a chapter of this work. The Marine Lumber Company, the organization of which has already been noticed, in 1850, changed its title to the Judd and Walker Company—the property changed hands several times—and in 1863 when it was destroyed by fire, Orange Walker was the sole owner. This mill, one of the first to manufacture lumber in the St. Croix Valley, was in

active operation nearly fifty years, during the last ten years of its existence it was managed by Anderson and O'Brien. Its gross output was about 197,000,000 feet.

In the spring of 1843, the first mill, in what is now the limits of the city of Stillwater, was located at the head of Lake St. Croix by Jacob Fisher on a claim of unsurveyed land. This site was purchased by John McKusick, Elias McKean, Elam Greely and Calvin F. Leach. The mill, which was the first frame building erected in Stillwater, began operations April 3, 1844. Later improved methods and machinery were adopted, the site was moved about 1,000 feet inland from the former log way. The mill was managed successfully for twenty years, and during its existence cut about 27,000,000 feet.

The second mill to be erected in Stillwater was by Sawyer and Heaton, in 1850. Two years later, it was destroyed by fire, and a new and improved mill was immediately rebuilt. This mill passed through several ownerships, finally becoming the property of Samuel Atlee and Company, and later was purchased by Isaac Staples. The location was finally utilized for the erection of a business block.

In 1854 Schulenberg, Boeckler and Company of St. Louis, Missouri, erected a mill in Dakotah, now a part of Stillwater. The company was re-organized in 1856, when Louis Hospes became interested, and successfully operated the mill until it was burned in 1877. It was afterwards rebuilt, but was again destroyed by fire in 1892. A third mill was built, and for many years it was the most important mill in the Northwest. It became the property of Isaac Staples, E. L. Hospee and Samuel Atlee, which firm was succeeded by George H. Atwood, the present owner. The mill has a capacity of from 35,000,000 to 45,000,000 feet of lumber annually, besides a large output of lath and shingles.

The firm of Hersey, Staples and Hall, Eastern capitalists, built a mill in the south part of Stillwater in 1854, which passed through several ownerships. The amount cut by this mill in forty-four years was 756,000,000 feet. In 1892 the mill came under the management of George H. Atwood.

In 1873, Seymour, Sabin and Company built a mill of medium capacity, which subsequently became the property of the C. N. Nelson Company, but it was afterwards dismantled, and the machinery removed from Stillwater.

The East Lumber Company, composed of Stillwater parties, was incorporated in 1888, and purchased a mill property from Nelson and Johnson, located in Houlton, Wisconsin. The corporation was organized in 1902. This mill operates one gang saw, with a capacity of 150,000 feet a day, and one twin circular lath and shingle mill.

The first mill in South Stillwater was built in 1852, by a company composed of Socrates Nelson, David B. Loomis and Daniel Mears, and known as the S. Nelson Lumber Company. The gross cut of this mill was about 30,000,000 feet; the mill was rebuilt in 1873 by Torinus and Company, who succeeded the S. Nelson Lumber Company, under the name of the St. Croix Lumber Company. In 1876 the mill was destroyed by fire, but was subsequently rebuilt with a greater capacity. One of the buildings in the past few years was sold to Tozer and Nolan; another to the Eclipse Lumber Company, the original company retaining its extensive wood working factory. The cut of this mill to 1899 was about 650,000,000 feet.

Some years prior to 1870, L. B. Castle and David C. Gaslin, built a mill at South Stillwater. The original proprietors disposed of their interests and the mill passed through many ownerships. In 1884 it was rebuilt at a cost of $70,000, and a corporation was formed under the name of the South Stillwater Lumber Company. This corporation later disposed of its interests to David Tozer, who made many and expensive improvements. The cut of this mill to 1899 was 200,000,000 feet.

The Hersey Lumber Company erected in 1875, at Oak Park Village, a sub-division of Stillwater, a mill which became known as "the red mill." The annual cut of this mill averaged 25,000,000 feet of lumber. R. W. and A. R. Turnbull, in 1886, built at this place, a mill costing $70,000; the capacity of this mill is from 25,000,000 to 35,000,000 feet annually.

At various other points in Washington County, sawmilling operations were carried on. At Arcola, in the winter of 1846 and 1847, Martin Mower, David B. Loomis, W. H. C. Folsom and Joseph Brewster built a mill; the capacity of this mill was subsequently increased, and for a number of years it was operated successfully by Martin and John E. Mower.

The mill history of Lakeland commenced with the erection of what was known as the Shanghai Mill, in 1852, by Moses Perin. The mill was afterwards completed by Freeman C. Tyler, and equipped with a sixty-horse power engine, which furnished power for two sash saws, one rotary, a shingle and a lath machine. In 1857, Ballard and Reynolds, and Osgood and Andrews erected mills, the latter, however, was soon dismantled. The financial panic of 1857 wound up the business affairs of the other two mills. Later Stearns and Wilson erected a mill at Lakeland at a cost of $45,000. This property changed hands several times, finally passing to C. N. Nelson. Fall & McCoy afterwards built a mill at this point, but the two mills were dismantled, and the buildings removed.

At Afton, a sawmill was built in 1854, by Lowry and Company, and the following year rebuilt by Thomas and Sons, but succumbed to the hard times of 1857. Afterwards, in 1861, Getchell and Company erected a small mill which did an extensive business. Destruction by fire was the closing scene in this mill's history.

A mill was built at Point Douglas in 1851, by Woodruff and Sons but was afterwards removed to Prescott, Wisconsin. Milling operations were afterwards carried on at this location by A. J. Short, whose interests later on were acquired by John Dudley.

In Chisago County at Franconia, Ansel Smith in 1852 erected a mill; it had a varied career, and was destroyed by fire in 1889. Kingman and Greely in 1857, and Clark Brothers in 1860, erected mills at Taylor's Falls, but they were subsequently removed. There were also mills operating at different times at Rush City, Rushseba, Rush Lake and Sunrise City.

The first sawmill was built at Pine City, in 1871, by James S. Ferson which sustained two losses by fire. This was

followed by several smaller mills. Heaton and Taylor were the first to operate a mill at Mission Creek, which twice sustained losses by fire, and changed proprietors several times. Near Hinckley, D. C. Grant built a mill in 1873. The sawmilling industry at Hinckley originated with Thomas Brennan, who built and equipped a mill, and established retail lumber yards in St. Paul and elsewhere. In 1889, Mr. Brennan disposed of his property to a corporation; soon after the purchase the mill was destroyed by fire. A new mill, with a largely increased capacity, was soon in active operation; this was destroyed in the memorable Hinckley fire, including 30,000,000 feet of lumber, and a large body of standing timber. On Kettle River in 1886, a mill was built by Weyerhauser, Sauntry and Rutledge; which firm afterwards became known as the Rutledge Lumber and Manufacturing Company. In twelve years about 216,000,000 feet of lumber was cut, when operations were suspended. At Willow River in 1895, the Atwood Lumber Company purchased the timber holdings and other interests of the Fox and Wisdom Lumber Company. Extensive improvements were made, and the yearly cut of this mill has been about 30,000,000 feet.

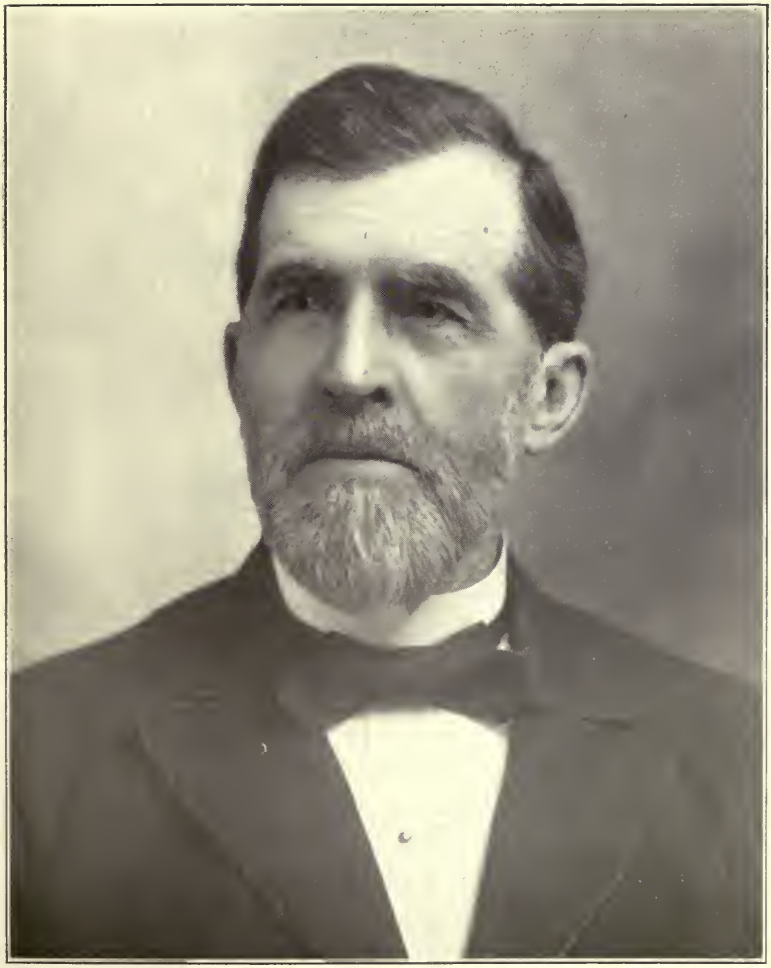
In Carlton and Kanabec Counties sawmilling operations were carried on extensively from 1870 to 1885. Passing beyond the boundary of the St. Croix basin into Northeastern Minnesota, a small sawmill was erected at Duluth by the town site proprietors in the winter of 1856 and 1857. In 1855 at Oneota, Wheeler, Ely and their associates built a good and fair sized steam mill, adding to it the following year a planing mill also lath and shingle attachments. About a mile above Oneota, in 1857, a steam mill was built by Henry C. Ford. These two mills were of moderate capacity, sawing 20,000 to 30,000 feet of mixed class lumber a day. They were kept in operation intermittently in sawing pine cut on lands in the immediate vicinity until 1866, when they ceased running because of the total lack of any demand or market for lumber. The Ford's mill was destroyed by fire in 1868, and the following year the Oneota mill was removed to Duluth, where it shared the same fate in 1870.

At Thomson, a mill was built in 1873 by A. M. Miller, and six miles northwest of that locality, another mill was built by A. K. Lovejoy. Both of these mills have been dismantled. Carlton has had four sawmills on the same site, the first being built in 1870. The first mill in Cloquet was built in 1878 by Charles D. Harwood, and was rebuilt in 1883 by the Knife Falls Lumber Company. In 1880, two other steam mills were built there by C. N. Nelson and Company, and a water power mill by James Paine, McNair & Company. Other mills have been built later. The aggregate lumber product of Cloquet is estimated to be at least 1,000,000,000 feet, equaling or exceeding that of Duluth. Much lumber has been sawn at various localities on the Mesabi and Vermilion Iron ranges.

The sawmills situated in the State south of the St. Croix Valley have depended mainly, or to a considerable degree, on the St. Croix lumbermen for their supplies of logs.

In St. Paul, in 1854, a mill known as the "Rotary Mill" was operated by John S. Prince on the banks of the Mississippi River, a short distance east of the site of the Union railway depot. After cutting about 1,000,000 feet of lumber it was removed to Hastings by William G. LeDuc. Among the other early mills erected in St. Paul was one built by John R. Irvine, in 1851, on the levee near the foot of Eagle street, which continued operations for about seven years. In 1855 J. B. Holmes erected a small mill near the spot where the Union depot now stands; the following year William L. Ames built a mill at the foot of Dayton's Bluff, which was in operation for about four years, the output being about 1,250,000 feet annually, it was finally burned down.

About five hundred feet below this mill was the Sanford mill, erected in 1856; it was in operation three years. In the same year Staurt, Cobb and Company erected a mill on the upper levee about 600 yards above the Irvine mill, which continued in operation four years, when it was destroyed by fire; it sawed about 2,000,000 feet per annum. During the year 1857, Henry P. Upham and Chauncey W. Griggs operated the old Fuller mill, situated on the upper levee. The following year



CHARLES BETCHER

Mr. Upham purchased a small mill on the west side of the Mississippi River, just below the Wabasha street bridge; he and Freeman James operated it about six years. At Pig's Eye, William Davis and Joe Deion operated a mill from 1861 to 1865. Another mill was built in 1870 on Phalen Creek by Louis Krieger and John M. Keller, and operated about three years.

The pioneer lumberman of Hastings was William G. Le Duc, who, in 1856, built a mill beside the Mississippi River at the west edge of the city. In the autumn of the same year Phelps, Graham and Knapp built another mill at the east end of the city; this mill was operated three years, when it was sold to A. J. Short, who removed it to Point Douglas.

A mill was built by Ballard and Post in 1853 at Wacouta, a few miles east of Red Wing, and was operated for five years. The first mill at Red Wing was built in 1855 by Pettibone and Knapp; it was sold in 1861 to Cogel and Betcher, and in 1875 this property passed into the hands of Charles Betcher. In 1857 Grannis, Daniels and Company built another mill, which continued in operation until 1889 under successive owners when it was destroyed by fire. A third mill was also built in 1857, by a Boston capitalist, but ceased operations on account of the financial panic of that year.

In 1856 and later, mills were operated in Frontenac and Central Point. At Reed's Landing in the autumn of 1854 William R. Marshall, Joseph M. Marshall and N. P. Langford erected a small mill; in the summer of the following year it was sold to a Wisconsin lumberman, who operated it several years, when it was eventually destroyed by fire.

The first sawmill erected in Winona was of small capacity; it was built in 1855 by Highlands and Wyckoff, and was destroyed by fire five years later. In the same year Laird Brothers were engaged in handling sawed lumber from the Chippewa River; the following year the firm was changed to Laird Norton and Company. This firm built their first mill in 1857, which was equipped with a muley and circular saw; improvements were afterwards made, but the original mill was burned down in

1878, and replaced by a new one, furnished with modern machinery. This mill was destroyed by fire in 1887, but was immediately rebuilt. This firm has virtually been engaged continually since 1857 in the lumber industry, having mills at the present day with a capacity of 35,000,000 to 40,000,000 feet of lumber annually.

The third mill erected in Winon was by E. S. and A. B. Youmans, it being equipped with the regulation muley saw. The mill's capacity was increased in 1877 by the addition of a gang saw, and about this time the firm was incorporated as Youman's Brothers and Hodgkins. Later the mill's capacity was again enlarged, and it remained in active service until 1898, when it was dismantled.

The Winona Lumber Company began business in 1881, by the construction of a mill furnished with two circular and two gang; the circulars were afterwards taken out and band saws substituted giving a capacity of 35,000,000 to 40,000,000 feet annually. This mill has been in active operation since it was built, but not, however, at all times at its full capacity.

The Empire Lumber Company in 1886, owing to a scarcity of logs in the vicinity of Eau Claire, Wisconsin where it was located, removed its machinery to Winona. This Company since the erection of its first mill has been steadily engaged in the manufacture of lumber.

During the period of lumbering in the St. Croix Valley, 133 mills were erected for the manufacture of almost exclusively pine lumber, of this number only about twenty-seven are running. This decrease is partially due to the improvements in machinery; mills of the present day are cutting from 10,000,000 to 45,000,000 feet of lumber during the season, when formerly it took ten to fifteen mills to manufacture this amount.

An estimate of the logs that were manufactured into lumber from 1837 to 1903 in the St. Croix Valley, which includes logs furnish to lower points on the Mississippi River, gives a total of 15,683,781,720 feet of lumber. The banner year during this period was in 1890, when it amounted to 452,360,890, feet; in 1903 it was 245,675,230 feet. The value of the timber at its

stumpage value of $3 per thousand, taken from the St. Croix basin from 1837 to 1903 would amount to over fifty million dollars. It would be merely conjectural to estimate the amount of standing timber remaining in the Valley. Many of the large firms a decade ago placed the limits of their operations from five to ten years. The history of pine lumber growing countries in many instances proves that the timber may be reproduced, growing anew after the original growth has been removed, if fires are kept subdued; this is also true of hardwood timber.

LUMBERING OF THE MISSISSIPPI RIVER AND ITS BRANCHES.

The lumbering industries of Minneapolis date their nativity from the efforts of Franklin Steele, to interest Eastern capitalists to furnish financial help to make improvements on his claim located at St. Anthony Falls. Negotiations were commenced prior to 1847, and in the summer of that year Benjamin Cheever, representing Eastern capitalists called on Mr. Steele. The principal contention between the parties interested was that the claim was not adequate security for the capital necessary for the improvements, as it was located on unsurveyed lands. Finally an agreement was entered into, that the financial aid for the improvements would be advanced; if after an exploration of the country adjacent to the Mississippi River and its branches, there was found a satisfactory amount of pine forests, and the river and its branches were navigable.

The Eastern capitalists interested in promoting lumber industries in Minnesota were Caleb Cushing, afterwards Attorney General in President Pierce's Cabinet, Robert Rantoul, a prominent attorney of Boston and other citizens of Massachusetts. Daniel Stanchfield, an explorer of the pineries of Wisconsin, was selected to make the investigation to demonstrate wether pine forests existed near the banks of the Upper Mississippi in quantity and quality, sufficiently to make lumbering a success. He started with two companions, September 1, 1847, paddling in a

bark canoe up the Mississippi River above St. Anthony Falls. At the mouth of Rum River, a lumber crew of twenty men that had come up by road was met, they were to advance with the exploring party until pine was discovered. On the third day, a tract of scrub pine, about three miles northwest of the present village of Cambridge, was located, and here the lumber crew were left.

The canoe party explored the Rum River to Mille Lacs, the bottom land was wide, the growth of timber thick, but it was wholly of a deciduous species, with no pine, besides, the river was crooked. The mosquito, the gnat, and the moose fly, also fought the intruders to their hitherto free exclusive territory. After passing over sixty miles of the meandering course of the river, the mouth of a tributary was reached, and upon exploration pine and hardwood were found, on each side of the stream for miles away. The stream was navigable and was called the West Branch of the Rum River, and at its mouth is now located the village of Princeton.

The country adjacent to this branch was well timbered for more than twenty-five miles, as was also the land contingent to its branches. From its mouth the West Branch was explored for eight miles, and large tracts of pine lands were discovered. From the top of the highest tree, the eye could see pine trees reaching from the banks on both sides of the river for its entire extent of fifty miles to the Mille Lacs.

Mr. Stanchfield dispatched a report to Mr. Steele stating, that he had seen more pine than seventy mills could cut in as many years, although he had seen but a small part of the territory that was afterwards converted into lumber. Upon the receipt of this report, the Eastern capitalists furnished Mr. Steele with $10,000 as their part towards a construction of a dam, and the building of a sawmill to begin the manufacture of lumber at St. Anthony Falls.

The first drive from the Rum River district reached the Mississippi River November 1, 1847. The crew had only constructed a temporary boom at the mouth of the Rum River to hold the logs; they were without ropes and in an exhausted con-

dition, owing to their wading in the cold waters of the river. At night the snow began falling fast, and was frozen to the logs by the cold blasts of wind; at midnight the boom broke and the logs started on their way down the Mississippi River, with no controlling hand to regulate their speed. This drive was intended for the building of the dam at St. Anthony Falls; on account of its loss hardwood trees were cut down on Hennepin Island, and the dam was constructed from Nicollet Island to the east bank of the river of round timbers instead of square. The millwright in charge of the work was Ard Godfrey, while Jacob Fisher of Stillwater superintended the building of the dam. The construction of the mill was somewhat delayed, by the sinking in the Erie Canal of the boat containing the machinery, hardware, etc.

After the dam was built and the mill constructed, the next step was to procure pine logs for first year's sawing. These could not be driven down the Rum River, until the stream was cleared of drift wood, therefore, the country adjacent to the Mississippi River was explored to the mouth of the Crow Wing River; here, Henry M. Rice had a trading post and nearby was located a tribe of Chippewas, of whom Hole-in-the-Day was chief. A bargain was finally consummated, by which the Indians were to receive fifty cents for each pine tree felled, and the cutting of logs commenced. In March, 1848, a drive was commenced down river.

The dam at St. Anthony Falls was finished in the spring of 1848, and immigration being attracted, the town began to put on a domestic appearance. The mill commenced sawing lumber September 1, 1848, Sumner W. Farnham being in charge. The product was utilized in the building of houses to accommodate the fast increasing population. A gang mill and two shingle mills were built in the autumn of 1848. The increased products were made use of, not only in the construction of houses at St. Anthony, but a market was also found at St. Paul.

In 1849, logs scaling 2,500,000 feet were put in the Rum River by Daniel Stanchfield to supply the mills of St. Anthony, and Joseph R. Brown cut and had ready for market, 1,000,000

feet of logs. In the spring of 1850 these two drives went down the river together.

During the year 1850, the jams of driftwood were cleared out of the upper course of the Rum River, making it navigable from its source. The West Branch was also cleared the same year. This stimulated log cutting, and 6,000,000 feet were driven in 1851 to St. Anthony, while other logs went below to the St. Paul boom for markets, further down the river.

The first sawmill on the Mississippi River above St. Anthony Falls was at Little Falls; it was built in 1849 by James Green, and operated by different owners until 1858, when it was washed away. At the rapids of the Elk River in Sherburne County, Ard Godfrey and John G. Jameson built in 1851, the first dam, and mill, where four years later the village of Orono was surveyed and platted, and which now forms the western part of the town of Elk River. This mill had only a single sash saw, and was capable of sawing about 3,000 feet daily.

In the winter of 1850 and 1851, there were eight parties, under different proprietors, engaged in lumbering on the Upper Mississippi, and about 8,800,000 feet of logs were driven the next spring to St. Anthony. These were manufactured into lumber, and sold at that point, St. Paul and the settlement on the west side of the Mississippi River, which was afterwards known as Minneapolis.

The cut from the Rum River pineries in the winter of 1852-1853 was over 11,000,000 feet; a portion of this went over the Falls, and was rafted at the St. Paul boom, and supplied the lower markets. In 1853, there was over 23,000,000 feet of logs put in the Rum River and the West Branch. The cut the following year was nearly 33,000,000 feet, and the next year it exceeded 36,000,000 feet. More than half of the logs cut in the winter of 1855-1856, went over the St. Anthony Falls on account of the breaking of the boom above the Falls, in the spring of 1856. The logs were scattered at different points down the river, and about 20,000,000 feet were collected, rafted and sold in the Southern markets.

From 1856 to 1859 there were many improvements in lumber manufacturing, and mills were added at St. Anthony, also at various points on the Upper Mississippi foundations were laid for the production of lumber on a small scale.

In the winter of 1853-1854, the first dam and mill was built at Anoka by Caleb and W. H. Woodbury; this mill was bought in 1869 by James McCann, it having at that time only one sash saw, and a capacity of 6,000 feet. This site was purchased by William D. Washburn and others, who in 1872 made extensive improvements, and the mill was in operation uninterruptedly until 1889, annually manufacturing from 15,000,000 to 18,000,000 feet of lumber.

Among the other early mills in Anoka County was one built by Charles Peltier on Clearwater Creek near Centerville, which was operated for five years; a large steam mill was built in 1857 by Starkey and Petteys at Columbus, but it was destroyed by fire a few years later, and the village became extinct. A mill was built at St. Francis in 1855 by Dwight Woodbury.

At Princeton, a steam mill was built in 1856 by William F. Dunham and others. A mill run by water power was built in 1858 by Samuel Ross, the daily capacity of these mills was about 6,000 and 3,000 feet respectively.

In 1855-1856, two large steam mills were built at Monticello, with a daily capacity of about 25,000 feet. One of these was operated many years; the other was destroyed by fire in 1858, and was never rebuilt.

A dam and mill were built in 1856 at Clearwater, but when it was ready to commence sawing it was washed away by a flood. The next year Herman Woodworth built a second mill on the Clearwater River about a mile above the site of the first mill, and in 1858 Frank Morrison erected a steam mill near the location of the original mill; these two mills continued in operation for about twenty years.

The earliest enterprise in the lumbering industry at St. Cloud was the erection, in 1855, of a steam mill by a company consisting of J. P. Wilson, George F. Brott, H. T. Welles, and C. T. Stearns; it was destroyed by fire, but was eventually re-

built. One of the present industries of St. Cloud was founded in 1857, when Raymond and Owens built a factory for making doors, sash and blinds; the building was carried away by the ice in the winter of 1862, but was rebuilt the same year.

The now unimportant hamlet of Watab was platted in 1854, and flourished for several years; it had a steam mill, which was built in 1856 by Place, Hanson and Clark.

Mention has already been made of the first mill built in Morrison County. During the years 1856 to 1858, the Little Falls Manufacturing Company made extensive expenditures in building a dam and mill; they were both destroyed by a flood in the summer of 1860. Near the mouth of the Swan River on the west side of Pike Rapids, Anson Northup built a steam mill in 1856, which was in operation two years. On the Skunk River at Granite City, in the eastern part of the county, at a distance of nearly twenty miles from Little Falls, a steam mill and a considerable village were built in 1858; the site was abandoned at the time of the Indian outbreak in 1862, and was never re-occupied.

The production for the Upper Mississippi from the reports of the Surveyor General of logs and lumber, and the State Commissioner of Statistics from 1848 to 1899 (a period of fifty-two years) gives a grand total of 10,869,632,106 feet. A considerable amount of other pine lumber, doubtless a tenth, or may be a fifth of the above amount was also cut in this district. Therefore the whole lumber product during this period would equal or exceed twelve billion feet. Fully two-thirds of this amount was sawed in Minneapolis. At six dollars a thousand feet, the average value of the lumber at the mills, the total value of the product would be $75,000,000.

According to the census of 1890, the city of Minneapolis was reported to have thirty-nine establishments in lumber industries; this included besides the sawing of logs, planing mills and factories for making sash, doors, blinds, lath and shingles. The capital invested was about $10,000,000, employment was given to 3,894 people, who received yearly wages amounting to $1,800,000; the value of the annual product was $9,626,975.

During the next decade, the lumber industry increased more than fifty per cent, not only in Minneapolis but in the entire district of the Upper Mississippi.

The three great lumber States about the Great Lakes are Michigan, Wisconsin and Minnesota. The former in 1900 still contained the largest number of mills, and the latter the smallest. The lumber industry in this region commenced in Michigan, moved westward, therefore, Minnesota represents the latest stage in this lumber movement. The value of the product in 1900 in Michigan and Wisconsin show a decrease from what it was in 1890, while in Minnesota it increased from $25,075,132 in 1890 to $43, 585,161 in 1900; showing that the State had not at that time reached the height of its prosperity as a lumber State.

The State had, in 1900, four hundred and thirty-eight establishments engaged in the lumber industry, representing a capital of $52,095,923, giving employment to 15,140 wage earners, who received in wages that year $7,140,571. It furnished in 1900 seven and seven one-hundredth per cent of the entire lumber product of the country, being only exceeded by Wisconsin and Michigan. The average machinery in each establishment is only exceeded by California and Arizona, in the latter there being only fourteen establishments. In the average production and wage earners for each establishment Minnesota ranks first.

The State's logging camps in 1900 were only 165, while being exceeded by twenty-eight States in the number, the capital invested, $26,042,470, was only exceeded by Wisconsin, with her 450 establishments and Michigan with 690 establishments.

Henry Gannett in his report in the United States Census of 1900, said:

> The largest logging camps, however, in the United States, whether measured by the amount of capital, the number of hands employed, the amount of wages paid, or the quantity and value of lumber produced, are on the average in the State of Minnesota. The industry is carried on upon a larger scale than anywhere else; the capital invested for each establishment is nearly double that of Wisconsin and California,

whose operations are the next largest. The average number of hands employed in the camps of Minnesota is more than double that of any other State or Territory except Arizona, and the cut and value are double those of any other State.

In a classification of the mills of the United States, Minnesota contains three of the four mills sawing annually 100,000,000 feet and over; eleven of the twenty-seven mills sawing from 50,000,000 to 100,000,000 feet and forty-seven of the 655 sawing from 10,000,000 to 50,000,000.

Lumbering has been carried on in the State actively for over thirty years, and a large part of the pine has been removed. The wood land of the State, including stump lands is estimated at 52,200 square miles, or sixty-six per cent of the total area. The standing timber has been variously estimated from 8,170,000,000 to 17,000,000,000 feet and it is safe to say that much more than the largest of these amounts will eventually be cut. The industry grew slowly and became most important between 1880 and 1890. The northern portion of the State was heavily timbered mainly with white and "Norway" pine, while in the Red River Valley, particularly in the west and southern portion the prairies are intersected with belts of mixed hardwood forests.

There was a time when the idea of using up all the lumber in Minnesota would have been scouted as ridiculous, but that was prior to the terrific onslaughts that have been made in late years on the forests. Brief items have appeared from time to time in the newspapers of the State, that certain lumber mills have been closed, with an added sentiment or two to the effect that "this marks the close of the lumber industry in this section." Conservative estimates made by thorough investigations, have demonstrated at the present rate of cutting, there is only enough standing timber in the State to last for fifteen years. That in 1922 Minnesota will be stripped of her forests, which have been her pride and strength in the past, and which were the first means of attracting enterprise to the Northwest.

There has, however, been advanced a movement to protect the growing timber, and it is the duty of the people to aid and encourage the State in its preservation of the supply. This new

conception of the character of timber, as a product, is not based on the popular opinion, that the great timber growths are a gift of Nature which would produce itself as fast as depleted, but that it must be protected from the depredations of those who would destroy it for the sake of personal gain.

The fact becoming self evident that the timber supply was being cut much faster than it was growing, one of the first fruits of this realization was the setting aside by the State of great forest reserves. This work has entailed an almost endless fight between the authorities and the trespassers, but slowly and surely are the rights of the State, and the Nation, to control and to cause cessation of inroads on these resources of the country, are being gradually maintained. Another movement for protecting the forests was the decision of those engaged in the lumber interests to gradually reduce the extent of the cutting, as the amount of the timber was reduced. This in a degree has resulted in an inclination towards a lumber famine. This has been materially aided by the mild winters for the past several years, which has prevented the lumbermen from getting their logs to the streams.

The greatest of all undertakings to rehabilitate the timber supply is the plan of reforestization. Whether the work will be actually carried out to any extent remains to be seen. It does not prove attractive to individuals, and corporations are wary of entering into any such enterprise. It has been estimated that one form of pine would have to be left eighty years after it had attained its growth, before it would be ready to cut for available timber. This length of time eliminates either individuals or corporations engaging in the enterprise, and therefore leaves only the State to carry out the project. Nothing could better illustrate the changed conditions from what they were a few years ago than this project of reforestization, and the acclaim with which it has been greeted. It only remains for the people of the State to give their encouragement and support to the movement; so that in years to come posterity will enjoy the advantages which the timber forests have given to their ancestors.

Chapter XXX.

MILLING INDUSTRY.

THE foundation of the milling industry of Minnesota was laid by Nature. It is due to the soil and the atmosphere that her wheat belt contains more than the average of quality and quantity of the elements of nutrition; and by utilizing the water power of her rivers and streams, her manufacturers are enabled to convert cheaply and efficiently the wheat of the Northwest into flour.

The windmill, a relic of great antiquity, was introduced into the State in the early sixties, for milling purposes. The Crusaders, in the thirteenth century, had borrowed the invention from the Saracens, and introduced it into England and a part of Continental Europe, and in the seventeenth century it crossed the Atlantic Ocean, decorating the hills of the New England Colonies, and in time made its appearance in the Northwest.

A contributor to the *Northwestern Miller,* a Mr. Simpson, of Owatonna, writing to that paper in 1876 says: "I have operated a windmill since 1867. The wind-wheel is sixty feet in diameter and furnishes forty-five horse power; it runs three run of buhrs with all necessary machinery with satisfactory results. The wheels are perfectly self regulating and durable, and I have ground in one month 3,540 bushels of wheat and 1,200 bushels of feed." There were according to his statement seven sixty-foot wind-wheel flouring mills in the State, besides smaller mills, all doing a good business.

An early historian of the State, J. W. McClung, of St. Paul, speaks of the wind grist mills at St. Peter and Mankato, that at the latter place, in 1868, grinding 160 bushels of wheat daily.

The first flouring mill built in Minnesota was built, owned and run by the Government in 1823, and has already been described in this work. It was nearly a quarter of a century after its establishment before the first grist mills were built in the Minnesota country for the accommodation of the general public. The earliest flouring mill erected by a private individual, according to Folsom's "Fifty Years in the Northwest," was on Bolles' Creek, in the town of Afton, Washington County. The builder and owner, Lemuel Bolles, in the winter of 1845-1846, was the first one to grind wheat north of Prairie du Chien. This pioneer flour miller of Minnesota was a native of New York and came to St. Croix Falls in 1840. In 1843 he opened a grindstone quarry, a short distance below the Dalles. He made Stillwater his home until his removal to Afton. He died at the former place in 1875. There had been, however, a grist mill erected the previous year by Benjamin Gervais, at Little Canada, Ramsey County, but the business was confined to grinding cornmeal unsifted and unbolted.

From 1850 to 1855 small grist mills were built on streams in a dozen counties in the Territory. There were grist mills in Houston, Winona, Wabash, Dakota, Washington, Chisago, Hennepin, Sherburne and Stearns Counties prior to 1855. In that year Chatfield and Rochester had each a mill, and the following year Northfield and Preston. In 1851 Richard Rogers built a one-run grist mill at St. Anthony Falls. In 1852 Franklin Steele became a partner in this mill, and a second run of stone to grind wheat, as a merchant mill was added. This pioneer mill was destroyed by fire in 1857. At Taylor's Falls in 1852 several parties in a corporation built a grist mill.

The erection in 1854 of Eastman, Rollins and Upton's five-run mill, on the lower end of Hennepin Island, marked the first substantial beginning of merchant milling in Minneapolis. The mill was 40x60 feet and cost $16,000. The name adopted by the firm for the mill was "The Minnesota," and its flour the first shipped to the Eastern markets. There was not enough wheat raised near Minneapolis to supply the mill, and it was hauled by wagon one hundred miles from Wisconsin and brought by boat from Iowa.

During the Territorial days, a milling company was incorporated at New Ulm, under the name of the "Globe Milling Company." The purpose and object of the company was stated to be the manufacture of lumber and flour. The capital stock was $30,000, but the sum actually paid in, as has been stated, was less than $300. A mill, however, was erected in 1857-1858 with a daily capacity of about fifty bushels, and it was operated until the Sioux outbreak, when with the "Eagle," a saw mill built in 1856, and a wind-mill erected in 1857, with one set of buhrs for flour and one run of stone for flax, it was burned to the ground August 23, 1862, by the hostile Indians.

About 1855, John W. North founded a mill and town at Northfield, and three miles below, on the Cannon River, at Dundas, a canny Scotchman, the famous Archibald, established a flouring mill, and by his great care in dressing the stones, accomplished better grinding, and by using less and more even pressure in grinding, produced a whiter and purer flour, which not only increased its value, but excited the envy of his competitors. The fame of his flour in Eastern markets antedates that of all other Minnesota mills, and on account of the excellence of the product it commanded one dollar more a barrel in New York and Boston markets.

Another noted mill at this time was the Gardiner Mill, at Hastings, which by reducing the pressure and increasing the number of grindings avoided the undue heat, which both injured the color and quality of the flour. The product of this mill readily brought from one to two dollars a barrel more in the East than the best Minneapolis, Wisconsin, or Illinois flour.

A character that aptly illustrates the uncertainties and misfortune of milling was John Kearcher, a native of France, who in 1855 built a mill at Preston, which he ran with success until the financial crash of 1857. Kearcher afterwards regained this mill, but lost it again and operated other mills at Chatfield, Hampton, Fillmore and Troy, and finally, while located on the south branch of the Root River, on account of fire, flood and other misfortunes, found himself with no assets and a debt of $30,000. He managed to build in Southern Minnesota a small mill with

one four-foot stone and a ten-foot "pony," which he named "Clear Grit." Inside of ten years this grew into a modern structure, with a daily capacity of one hundred barrels of high grade flour; which enabled the owner to pay one hundred cents on the dollar of his old indebtedness.

One the failures of milling is illustrated by the rise and fall of the Minnetonka Mills. As early as 1853, Simon Stevens located a claim near the rapids of Minnehaha Creek, and the following year built a mill which survived three years. In 1860, on the same site, T. H. Perkins erected a three and one-half story mill, which afterwards became the property of Loren Fletcher and C. M. Loring, of Minneapolis. They organized the Minnetonka Mills Company, doubled the capacity of the mill and three hundred barrels of flour daily were produced. They disposed of the plant to two Canadian capitalists, who got into a partnership tangle; suits were also brought against Hennepin County by property owners at Lake Minnetonka, for damage to their property by the dams raising the water level; then came suits for damage to property along Minnehaha Creek. This resulted in fifteen years of lawsuits, and death and decay to the once blooming hamlet of Minnetonka Mills, which became a thing of the past.

The first report of the State Commissioner of Statistics, Joseph A. Wheelock, made in 1861, reviewing the flour industry of Minnesota, says:

"Two years ago Minnesota imported flour to supply the deficiencies in her own product. She has now probably one hundred and forty grist mills, one hundred and twenty-two being the number actually reported to this office. Some of these mills are very large and fine, and the quality of flour produced rivals the best Eastern brands."

This early estimate must have been over-stated, as the Government census of 1860, places the number of flour mills at eighty-five, of which sixty-three were run by water and twenty-two by steam. The wheat ground amounted to 1,273,509 bushels and the flour produced amounted to 254,702 barrels. The entire output was valued at $1,310,431, which in a decade showed a great increase, as it was in 1850 only $500.

The largest flouring mills in the United States in 1860 were at Oswego, New York, and the yearly production was 300,000 barrels; Richmond, Virginia, had two mills with an output respectively of 190,000 and 160,000 barrels. These Virginia mills, though inferior in mechanical perfection were of about the same capacity and size as the mills at St. Cloud, Mankato, New Ulm, Faribault, Northfield, Hastings, Red Wing, Wabasha and Waseca of the present day.

By the census of 1870, Minnesota mills had increased to 216, requiring 281 water wheels and thirty-eight steam engines, representing 507 run of stone, with a daily capacity of 61,314 barrels. The capital invested was $2,900,000 and the annual value of the milling products was over $7,500,000, which consisted of about 1,000,000 barrels of flour, and 500,000 bushels of cornmeal and feed. This output is, however, at the present day nearly equalled by several Minnesota counties even outside of Hennepin and St. Louis Counties, while either of the two great milling companies of Minneapolis grind five times more flour than the total amount credited to the State in 1870.

The leading milling counties in 1870 by the number of mills were: Hennepin, fourteen; Winona, thirteen; Rice and Goodhue with eight each; Houston, Le Sueur, and Stearns with six each. There were fourteen counties making a showing of over $100,000 in value of milling products, with Hennepin leading with $1,125,000; Rice and Winona following with about $800,000 each; Goodhue, the fourth, with $600,000; then Dakota with close to $400,000, followed by Olmsted and Fillmore with $200,000 to $250,000 each; and then, in order, Stearns, Le Sueur, Mower, Scott, Blue Earth, Meeker and Houston, with a product of $100,000 to $160,000 each. Flour manufacturing at this time had not obtained a foothold in Duluth or the Red River Valley.

The year 1870 marks the introduction of the middlings purifier into the Minneapolis mills. For nearly a century, the milling system invented by Oliver Evans, who invented the American automatic mill which made it possible, by the use of an elevator and conveyor, and other appliances, for a bushel of wheat to

make the rounds of a two to seven-story mill without the aid of a human hand, and the grain dumped by the farmer into the hopper at the platform to re-appear as a sack of flour. The only other improvements down to 1870 was the substitution of the French buhr stone for the granite, a silk bolting cloth for a woolen, some advancement in cleaning the wheat and in dressing the stones.

The ambition of the American miller was to "grind exceedingly fine," and all the flour possible at one grinding. This required the millstones to be set close together, and run at a high rate of speed as possible, thus reducing the grain into flour at one grinding. This was the fast-reduction and low-grinding process, and that part of the wheat berry, which lies between the bran covering the starchy center, known as the middlings was something to be discarded, as, in the old-fashioned way of milling it was of little value.

By the new process middlings became the most valuable part of the product, as the gluten lies in the hard exterior of the kernel, just beneath the bran covering, and this gives the bread its rising power or strength, and is the most nutritious quality in wheat for sustaining life. In the old process this became a part of the middlings, and cast aside, so a complete revolution in grinding grain took place. Instead of making as little middlings as possible at the first grinding, the aim became to grind as little flour as possible. Therefore the stones, instead of being run at a velocity of 250 to 300 revolutions a minute, were run at 100 to 150, and instead of being set low or close, they were set high, so as to simply crush the berry at the first grinding. This necessitated from two to three extra grindings, and the flour which under the old process was dark and specky, became white and free from discolorations. The speed and pressure under the old system generated heat, which made the flour pasty and damaged its color and quality. The new process required more time and labor, but the value of the flour was enhanced, and the introduction of the purifier, with its horizontal screen, and air blast for cleaning, made Minnesota flour command an advance of one to two dollars a barrel in the bread making markets of the East.

The purifier mentioned was the clever invention of Nicholas and Edmund N. La Croix, and a son of the former named Joseph. The two brothers were Frenchmen of education, skilled millers and engineers, well acquainted with French machinery and processes. They came to Minnesota from Montreal, Canada, at the solicitation of Alexander Faribault, in 1860, to construct a mill in the town he was founding and which he named for himself. After building this mill they erected, in 1866, one for themselves at Faribault, and in which they experimented with a machine described in a French work and patented in that country for purifying middlings. Their dam, however, was unfortunately, in 1870, carried away by a freshet, and Edmund N. La Croix removed to Minneapolis. Here he attempted to interest the millers of that city in his invention, but no one would listen to his visionary ideas, until George H. Christian, a student and a searcher into scientific matters, gave him an opportunity to place a machine in the mill he was then operating. La Croix was a year perfecting the machine, which was built at the Minnesota Iron Works, at a cost of three hundred dollars, but it increased the value of Minnesota flour from one to three dollars per barrel, and was soon adopted by all the enterprising mills of the State. This machine was the cause of placing the hard spring wheat, which was rich in gluten and middlings, from its standing the lowest in market on account of producing dark middlings flour by the old process, to the highest in value because of the large proportion of middlings it yielded. In the decade from 1870 to 1880, Minnesota's wheat crop increased from 18,000,000 to 34,000,000 bushels, and the mills multiplied from 210 to 436. The sum paid by millers to Minnesota farmers increased from $6,000,000 to $34,000,000 while the capital invested in mills amounted to $10,000,000, and the value of flour produced aggregated $41,000,000.

But what reward did the La Croixs, whose wonderful invention, caused this marvelous growth and prosperity, receive? The two brothers died within a week of each other in 1874, Nicholas leaving a widow, three daughters and a son, Joseph, in straitened circumstances. The son got together the various improvements

inaugurated by himself, his father and his uncle and attempted to interest capital to manufacture the La Croix machines. This resulted in a combination which eventually left La Croix a bankrupt. When the purifier combine attempted to levy upon American millers a royalty, a tribute that would have reached millions of dollars, and relying upon the La Croix patents to perfect their monopoly, though large money inducements were offered to members of that family, they stood by the millers in their fight against the combine.

The revolution in the manufacture of flour occasioned by the introduction of the purifier, caused the Minneapolis millers to look for further improvements in the process of milling. They had followed the English system, with some inventions of the French, and George H. Christian, the chief promoter of the middlings purifier, sought further novelties. Through the means of the latest French and German works, he learned that the big mills of Hungary used chilled iron rollers instead of millstones. In 1874, he had a number of sets of these rollers made for the Washburn A Mill, just built. The porcelain rolls were afterwards adopted. Charles A. Pillsbury having visited Hungary in connection with W. D. Gray, who had made a study of Hungarian milling, made inventions in which American ideas and the best principles of French and Hungarian milling were combined, and reconstructed his mill on the principle of American milling.

Then came another invention, the chief object of which was the gradual breaking and bruising of the grain, so as to keep the broken portion rough and "alive;" repeated reductions of the middlings, the separation of every part of the flour from the bran, and the judicious blending of the flour obtained from the several reductions.

The wheat is prepared for the rolls by cleaning machines which remove the dust, the chaff, the oats, the cockles, polish the berry, remove the crease in the side, and grade the kernels according to size. The grain is then passed through corrugated, chilled iron rollers, the corrugations of which range from eight to forty to the square inch, which bruise the grain without grinding it. This is all done on the ground floor of the mill. The

MINNESOTA MILLS BEFORE THE EXPLOSION.

THE EXPLOSION.

bruised grain is then raised to the bolting machine on an upper floor, where it is passed through guaze cloths of different textures, and from where it is sent down to a lower story, to pass through finer corrugated rollers, running at a speed of from 150 to 300 revolutions a minute. These processes of reduction and sifting are repeated six or seven times, the third giving more flour than the first two reductions, and the fifth giving the best rising flour and the strongest albuminoids. Ten different grades of flour are produced by these reductions. As a precaution against accidents electric bells are connected with different parts of the machinery; suction pipes also pass from the stones and rollers, to prevent heating of the rapidly revolving surfaces, and to carry the dangerous explosive dust into the upper stories, where it is received by webs of flannels, and is swept off and driven into a discharge-tube by the automatic working of a traveling brush.

To separate the flour from the bran a cleaner is used. This machine consists of iron disks fitted with pegs, one set of which is stationary, the other revolving at the rate of 2,000 revolutions a minute.

The bran is generally sold at prices ranging from six to twelve dollars per ton, at the mill.

The greatest catastrophe in the history of milling took place May 2, 1878. The Washburn A Mill, at Minneapolis, which was 138 by 110 feet on the ground, six and one-half stories in height, fitted out with forty-two run of French buhr stones, one hundred reels and eighty purifiers, exploded. A fire started in some of the machinery, eighteen lives were lost and six mills were wholly destroyed as follows: Washburn A, forty-two run; Diamond, six run; Humboldt, eight run; Zenith, six run; Galaxy, twelve run; and Pettit-Robinson, fifteen run; total eighty-nine run of stone. Property was damaged by the explosion in some cases nearly a mile away, and the total loss exceeded $1,000,000.

The walls of the Washburn A mill were of solid masonry, and for the first story were six feet thick, and built down to bed rock. The eighty purifiers, however, were only equipped with small fans to dispose of the dust. The millers were often obliged to wear sponges for the protection of their mouths and noses, the

mill being so full of dust. There had been several slight shocks received by the men from previous explosions, and at one time the roof of a dust room had been partially lifted. In the great explosion the walls were blown down to the foundation and fell outward.

Minneapolis early became the important milling center of the Northwest. Water power of immense capacity is supplied by the falls in the Mssissippi River, which is nearly 1,000 feet wide at this point and has a fall of seventy-five feet within the space of a mile. By the help of the Federal Government, the gradual recession of the falls from the wearing away of the soft sandstone, which forms part of the river-bed, has been arrested by the construction of a subterranean wall, of concrete across the river behind the falls, and for a distance of fifty feet into the bank on either side, also by covering the falls themselves, with a heavy crib-work filled with stones, and a flooring of timber. This has also been supplemented by the Government building large reservoirs, in the Upper Mississippi to be used on occasions of a low state of water. At a short distance above the falls, the water is turned into a canal sixty feet wide, and fourteen feet deep, by which it is carried in a course parallel with the river to the mills.

The Washburn A Mill that was erected after the explosion of 1878, had a daily capacity of 4,000 barrels, this was several times that of the biggest mills in the East. It was equipped with eighty-six sets of rollers, forty-eight corrugated and twenty-six smooth iron, and twelve porcelain. It had seventy-eight purifiers, one hundred and forty-eight bolting reels and fifty-eight cleaning machines.

This was followed by the erection of the Pillsbury A Mill, at the time it was built the largest in the world. It was 180 feet long, 150 feet wide and 117 feet high to the wall-plate. The foundation side wall are of limestone eight and one-half feet thick, and the walls even as high as the seventh story are two and one-half feet thick. These two mills were followed by others, now operated by an English Syndicate; the capacity of Washburn A being today about 11,000 barrels, and the Washburn C over 8,000, while the Pillsbury A will produce about 13,000 and the Pillsbury B about 7,000.

The direct exportation of flour to foreign ports from Minneapolis, began in 1878 with 107,183 barrels. In 1890 this had reached 2,000,000 barrels and in 1900, 4,702,845 barrels, being one-fourth of the total exports of flour in the United States. Next to Minneapolis as a direct exporter stands Duluth with over 1,000,000 barrels to her credit. The principal foreign consumer is the United Kingdom, more than one-half of the flour exported from the United States going to Great Britain. The next largest consumer of American flour is the West Indies, then follow in order China, Brazil and Germany.

There were in Minnesota in 1901, about 400 flour and grist mills. The capacity of the twenty-one mills at Minneapolis exceeds 75,000 barrels daily, and they grind annually 70,000,000 bushels of wheat into 15,000,000 barrels of flour. The State "Gazette" enumerates about 200 mills outside of Minneapolis and Duluth, with an aggregate daily capacity of over 42,000 barrels, and 180 others, the capacity of which is not given. Placing the capacity of the 180 at 20,000 barrels, would give about 140,000 barrels daily as the milling capacity of the State. It is fair therefore to state that Minnesota mills consume from 110,000,000 to 120,000,000 bushels of grain yearly, and turn out upwards of 25,000,000 barrels of flour, which is enough to sustain one-third of the population of the Nation.

The largest milling centers in America as measured by their flour output in 1899 are as follows: Minneapolis, 14,291,780 barrels; Duluth-Superior, 1,763,920; Milwaukee, 1,737,826; St. Louis, 1,166,439; Toledo, 1,150,000; Chicago, 1,125,745; Kansas City, 1,094,846; Buffalo, 1,068,944; Nashville, 630,803; Detroit, 594,700.

The flouring mill industries of the State are not wholly confined to Minneapolis; besides the English Syndicate mills already mentioned, in that city there are a number of others of various capacities, prominent among these are G. C. Christian with a daily output of 1,500 barrels; Phoenix Mill Co., making 1,100 barrels; and the Diamond Elevator and Milling Co. with a capacity of 500 barrels.

At Winona the Bay State Milling Co. produces 3,500 barrels of flour daily, and the New Prague Flouring Mill Co., of New Prague; the Eagle Roller Mill, of New Ulm; and Hubbard Milling Company, of Mankato, have an output of 2,500 each. The next flouring mill in order of its production is the Sheffield-King Milling Co., of Faribault, with a daily capacity of 2,200 barrels. Red Wing has two mills with an output of 1,200 barrels each, viz.: Simons Milling Co. and the La Grange Mills.

The Wells Flour Milling Co., of Wells, the George Tileston Milling Co., of St. Cloud, and the Duluth Universal Mill Co., of Duluth, have a capacity of 1,000 barrels each. Everett, Aughenbaugh & Co. operate two flouring mills, one at Waseca, having a capacity of 700 barrels, and the other at New Richland with an output of 450 barrels. Another 700 barrel mill is Jennison Bros. & Co., of Janesville, who also operate a 225 barrel mill at Elysian. The mills having daily capacity of 600 barrels are the Springfield Milling Co., of Springfield; Wabasha Roller Mill Co., of Wabasha; Minnesota Mill Co., of Little Falls; and the Dwight Flour Mills, of Moorhead. Those with 500 barrels of daily capacity are the Red Lake Falls Milling Co., at Red Lake Falls; the Fergus Flour Mills, of Fergus Falls; Montevideo Roller Mill Co., at Montevideo; Morton Merchant Milling Co., at Morton; Tennant & Hoyt, of Lake City; and the James Quirk Milling Co., of Montgomery, the latter also operates a mill of 300 barrels capacity at Waterville. The D. M. Baldwin, Jr., mill, at Graceville, and the Blue Earth Milling Co., at Blue Earth City, have a capacity of 450 barrels daily.

The 400 barrels daily capacity mills are Sackett and Fay, of St. Peter; Marshall Milling Co., of Marshall; Crown Milling Co., Morristown, Sleepy Eye Milling Co., of Sleepy Eye, Winnebago Flour Mills, of Winnebago City; Osakis Milling Co., of Osakis; Globe Milling Co., of Perham. Besides those mentioned there are a number of mills in the State with a daily capacity of from 100 to 350 barrels.

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